

9 September 2025

212012 TAAF

Empire Project Management
Suite 1, Level 1
111 Elizabeth Street
Sydney NSW 2000

Attention: Farah Adam

CMRI Gene Technologies Building

STATE SIGNIFICANT DEVELOPMENT APPLICATION: SSD-45576956 RESPONSE TO SUBMISSIONS – TRAFFIC AND TRANSPORT

Dear Farah,

TTW has been engaged by the Children's Medical Research Institute to provide traffic and transport consultancy services for the proposed State Significant Development (SSD) of the Gene Technologies Building redevelopment project, herein known as CMRI.

Following the exhibition period for the SSD, which occurred between 7 May 2025 to 3 June 2025, we hereby provide the following consolidated response, in response to submissions by the Department of Planning, Housing and Infrastructure (DPHI) (dated 3 June 2025), the City of Parramatta Council (Council) (dated 2 June 2025), and Transport for New South Wales (TfNSW) (dated 2 June 2025).

DPHI comment – Parking Availability

Comment: Part 6.6 of the EIS states that eight car parking spaces on the site are being removed and 12 offsite spaces will be reduced to 11. However, Part 3.5.2 of the Transport and Accessibility Impact Assessment states that 11 car parking spaces will be removed and nine car parking spaces will be retained upon completion. The Demolition – Phase B L2 Ground drawing seems to show removal of three car parking spaces in Research Lane. Please provide clarification.

Response: For clarity, the SSD works will result in a net reduction of 7 spaces along Research Lane. The latest design plans indicate that, out of the existing 19 parking spaces along Research Lane (previously 20 spaces prior to the water meter installation under a separate planning approval), a total of 12 spaces will be retained: 10 spaces adjacent to the Kid's Research building, and 2 spaces adjacent to the courtyard. The 7 angled spaces currently located beside the proposed CMRI development will be lost as a result of the future loading dock, which is proposed at such location.

Refer to the latest demolition plan prepared by Hassell (drawing no. DA_0101 [rev. D], dated 14 August 2025) which illustrates the latest carparking availability along Research Lane upon completion of construction (see Figure 1).

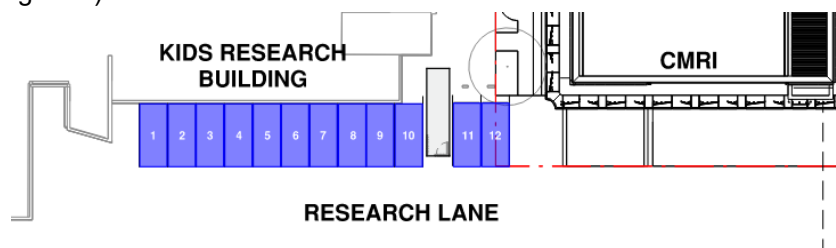


Figure 1: Parking Availability

Source: Hassell

Council comment – Traffic

Car Parking:

- **Required: 426 spaces**
- **Proposed: 47 basement spaces + 9 retained on Research Lane**
- **Comment: Significant shortfall, but supported due to sustainable transport goals and good public transport access. Department should consider requiring a pre-allocated parking and booking system to minimise motorists circulating the road to find parking. A condition should be included implementing a Green Travel Plan.**

Response: As noted in Section 4.5.2 and 5.2 of the TAIA, a combination of pre-allocated spaces and a booking system will be used to operate the car park, to mitigate the potential of vehicles recirculating along Hawkesbury Road. Details of said management strategies will be further discussed with the client, and will be developed and refined in the operational Green Travel Plan post-approval.

Bicycle Parking:

- **Required: 111 spaces**
- **Proposed: 58 spaces**
- **Comment: Non-compliance with DCP; recommendation to increase to 111 to support active transport and support under-provision of car parking.**

Response:

In response, additional bicycle facilities have been provided, the updated proposal currently provides a total of 65 spaces. The revised basement level provides a total of 57 spaces, along with the existing 8 spaces at the Ainsworth tower. Figure 2 shows the indicative locations of the proposed bicycle parking.

It is acknowledged that the proposed addition would still result in a shortfall of bicycle parking, according to the DCP. However, as detailed in Section 2.2 of the Green Travel Plan, the long-term targets for 2030 and 2040 project 10 and 39 bicycle users, respectively. Based on the existing provision, both projections would result in a surplus of bicycle parking. The current targets represent almost a doubling of bicycle usage relative to the existing conditions. The proposed storage capacity of 65 spaces would accommodate up to 8.4% of occupants in 2040 (or 18.9% of occupants in 2030) which is a 170% increase on existing bicycle mode split.

In the future, should bicycle use be identified to exceed the existing provision, additional bicycle facilities could be further investigated. Based on preliminary discussions with CMRI, it is understood that the development frontage onto KIDSPARK could provide opportunities for such provision in the future in close proximity to the proposed Main Entry. As part of the conditions of consent, it is anticipated that future Green Travel Plan reviews will be required, including travel surveys, which will facilitate this review of usage.

Motorcycle Parking:

- **Required: 1 space**
- **Proposed: 0 spaces**
- **Comment: Space available to provide; recommend a condition be imposed requiring it.**

Response: Motorcycle spaces have been integrated into the proposed development in accordance with AS 2890, refer to the departmental plan (*drawing no. DA_1200 [rev. C], dated 15 July 2025*) which shows 3 motorcycle spaces integrated into the basement carpark (see Figure 2).

Council comment – Car Parking Design

Comment: The blind aisle extension next to parking spaces No. 1 and 47 does not comply with the requirements of AS 2890.1 which requires at least 1m to be provided for access to and from the spaces. Further, the column next to space no. 47 encroaches the design envelope as per figure 5.2 of AS 2890.1. However, it is noted that the width of parking spaces is 2.5m whereas staff parking can be reduced to 2.4m. Accordingly, the plans should be amended to reduce the width of spaces No. 1, 45, 46, and 47 to 2.4m to allow for at least a 1m blind aisle extension. Similarly, it is noted that columns are obstructing the design envelope for the parking spaces Nos: 6, 26, 31 and 34 which will need to be addressed. Meeting these requirements should not impact any structural elements of the car park and can be conditioned.

Response: The above items have been rectified, as shown below in Figure 2.

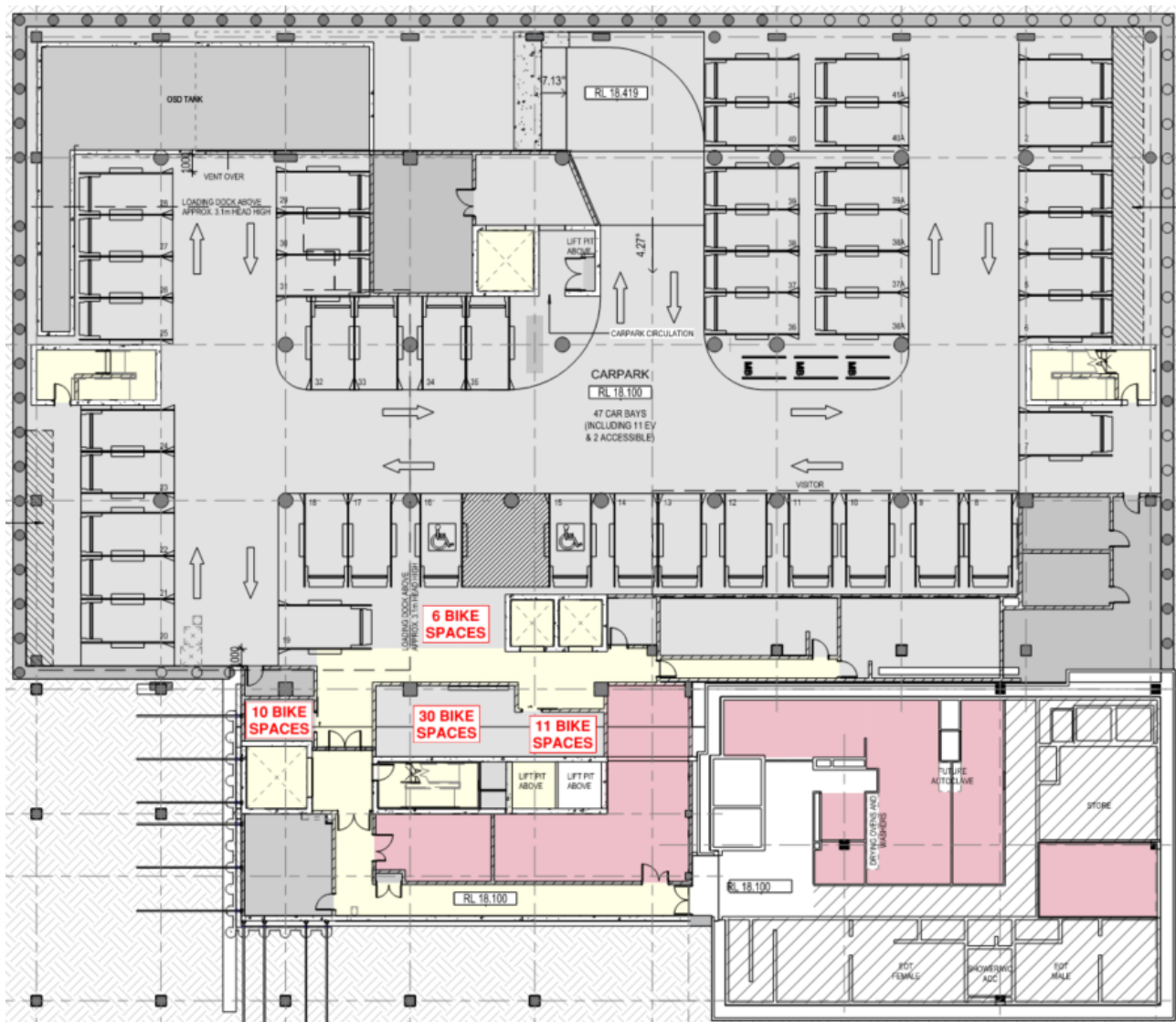


Figure 2: Updated Car Park Layout

Source: Hassell

Council comment – Traffic Generation

Comment:

- ***The traffic analysis does not seem to have taken the objective adopted through state government planning (Place Plan and Place Based Transport Strategy) for Hawkesbury Road to be relied on less for Westmead access in favour of Darcy Road and Bridge Road.***
- ***Peak hour assumptions not fully justified, but impact considered manageable due to limited parking and good public transport.***

Response: It is acknowledged that, in this instance, state government planning strategies have not been incorporated into the trip distribution methodology. Typically, trip distribution would prioritise users' travel behaviour to accurately forecast projected traffic impacts. In line with this approach, trip distribution has been established from a user-centric perspective, assuming that users will generally seek the shortest route between the subject development and the nearest motorway.

Based on this approach, vehicles travelling to and from the east, west, and south are expected to access their nearest motorway via Hawkesbury Road. Nevertheless, as outlined in Section 4.5.3.1, these routes are indicative only. In practice, it is anticipated that not all vehicles originating from these directions will necessarily utilise Hawkesbury Road. Future development of the Hawkesbury Road corridor may change user behaviour however that cannot be determined at this time.

Furthermore, intersection modelling presented in Section 4.6.2 indicates that the projected deterioration in intersection performance in future years is only minimally attributable to traffic generated by the development. Accordingly, it can be reasonably concluded that the development's reliance on Hawkesbury Road will not have a direct influence on traffic impacts along this corridor, and in any case the demonstrated minimal impacts would be equally minimal if these were moved to another corridor in future.

Council comment – Loading Dock

Comment: *HRV swept paths appear to interfere with Parramatta Light Rail (PLR) tracks. Must be remedied or alternatives requires confirmation this is acceptable from Transport for NSW (TfNSW).*

Response: Refer to below TfNSW's comment and TTW's response which addresses the subject matter.

Council comment – Construction Traffic Management Plan (CTMP)

Comment: *A preliminary CTMP has been provided. In section 4.4, it is noted that the applicant is saying that the pedestrian footpath may need to be closed during some stages of the development. It is noted that to occupy the footpath at any stage of the development, a separate approval for a Temporary Road / Footpath Occupancy will be required in accordance with Roads Act requirements. However, Council is unlikely to grant this approval unless it is during off-peak, and for exceptional circumstances such as a crane install or public domain works. The CTMP must acknowledge that the surrounding area is a sensitive and high pedestrian area and preserving both pedestrian access and safety is a priority. This matter can be addressed post approval as part of a CTMP condition.*

Response: The subject matter is to be further addressed in the post-approval CTMP, subject to the development of a detailed construction methodology, which will determine the necessity of footpath closure.

Council comment – Transport Planning

Comment: *It is not clear how the building and its entrances integrate with the wider health precinct. For example, the report talks about pedestrian access via Ambulance Lane, but it is not clear what Ambulance Lane looks like from the report. Similarly, it is expected that cyclists coming from the east will access via Research Lane, but it is not clear how cyclists from north, or from the Health precinct, access the site. There should be good active transport connectivity to the Health precinct.*

Response: “Ambulance Lane” in the report refers to the road between the proposed CMRI and KIDSPARK, as illustrated in Figure 3. However, it is understood that this is no longer the case, the road is now simply known as the paved section of the KIDSPARK, with removable bollards in place for occasional vehicle access if required. Figure 3 below shows the pedestrian access route from Hawkesbury Road to the main entry of CMRI.

As there is currently no dedicated bicycle access lane at the car park entrance on Research Lane, cyclists from all directions are required to dismount and enter via the “Staff Entry”, similar to the access path shown in Figure 3. Similarly, pedestrians approaching from all directions are expected to access the main entry of CMRI through the paved section of KIDSPARK.

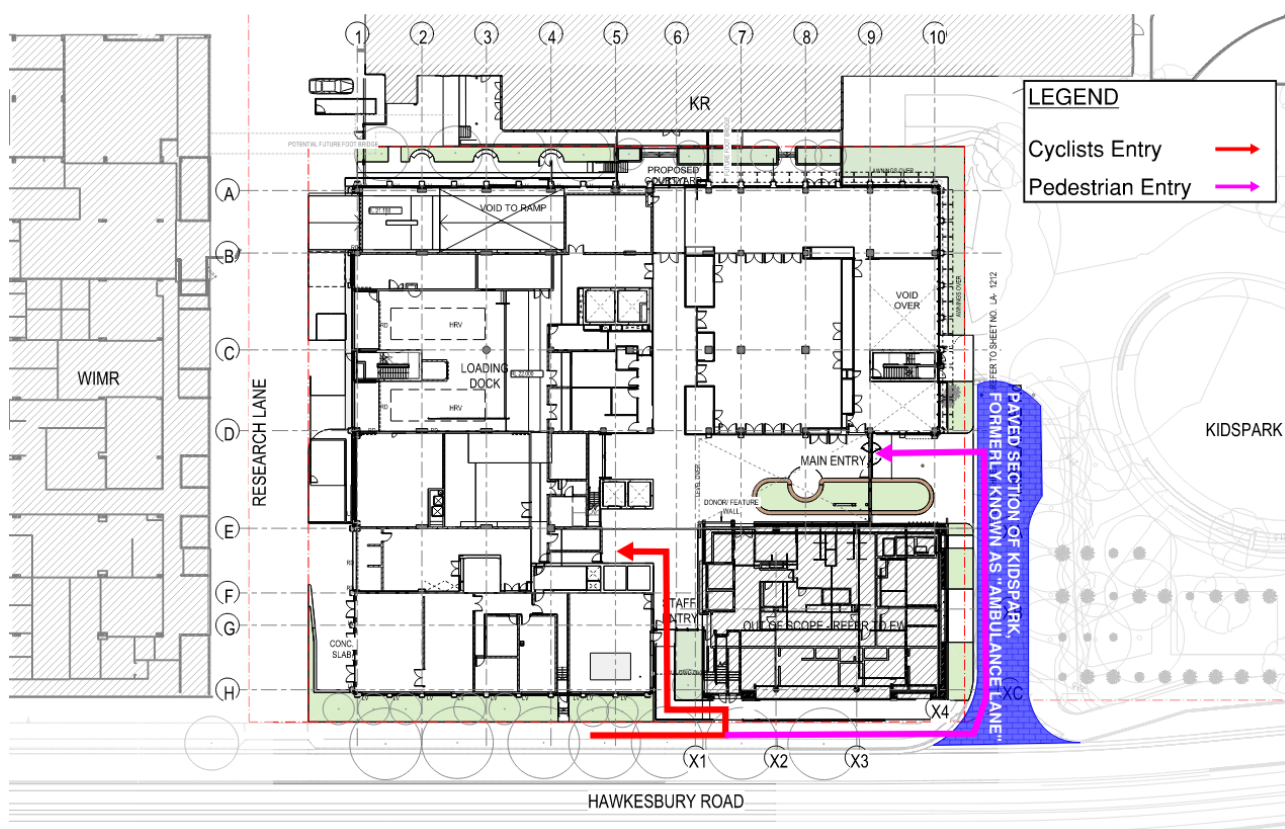


Figure 3: Pedestrian Access Route

Source: Hassell

TfNSW comment – Light Rail Interference

Comment: Swept paths for Heavy Rigid Vehicles (HRV) are shown to cross the deterrent kerbs for the light rail tracks for both access and egress movements at the intersection of Hawkesbury Road and Research Lane.

TfNSW does not support any scenario in which vehicles encroach onto the light rail tracks. There have been several collisions and near misses at the intersection of Hawkesbury Road and Research Lane caused by this exact situation (heavy vehicles entering the light rail corridor to access Research Lane). TfNSW is currently in the process of investigating physical measures to restrict such incidents occurring.

Recommendation: Site vehicular access points that require vehicles to pass over a light rail are not supported and are to be avoided. Where this cannot be avoided, significant restrictions can be imposed on the Applicant to demonstrate that vehicle access minimises conflict issues with pedestrians and light rail vehicles.

TfNSW recommends restricting the size of servicing vehicles or utilising alternate routes such as Redbank Road for service vehicle access to avoid ongoing safety and operational impacts to Parramatta Light Rail.

Response: TTW acknowledges the need for a driveway modification at the Hawkesbury Road – Research Lane intersection, to ensure the 12.5m heavy rigid vehicle turning path stays completely clear of the adjacent light rail corridor. In response to TfNSW's comment, the driveway crossover at Research Lane will be widened post-approval to achieve the above, Figure 4 indicatively illustrates the extent of the driveway modification. Consultation with the civil engineers and architects has confirmed that such a modification is feasible. The detailed design of the modification, including all relevant elements, will be updated and incorporated as part of the driveway works post-SSDA. DPHI may include such requirement as a condition of consent should it be deemed necessary.

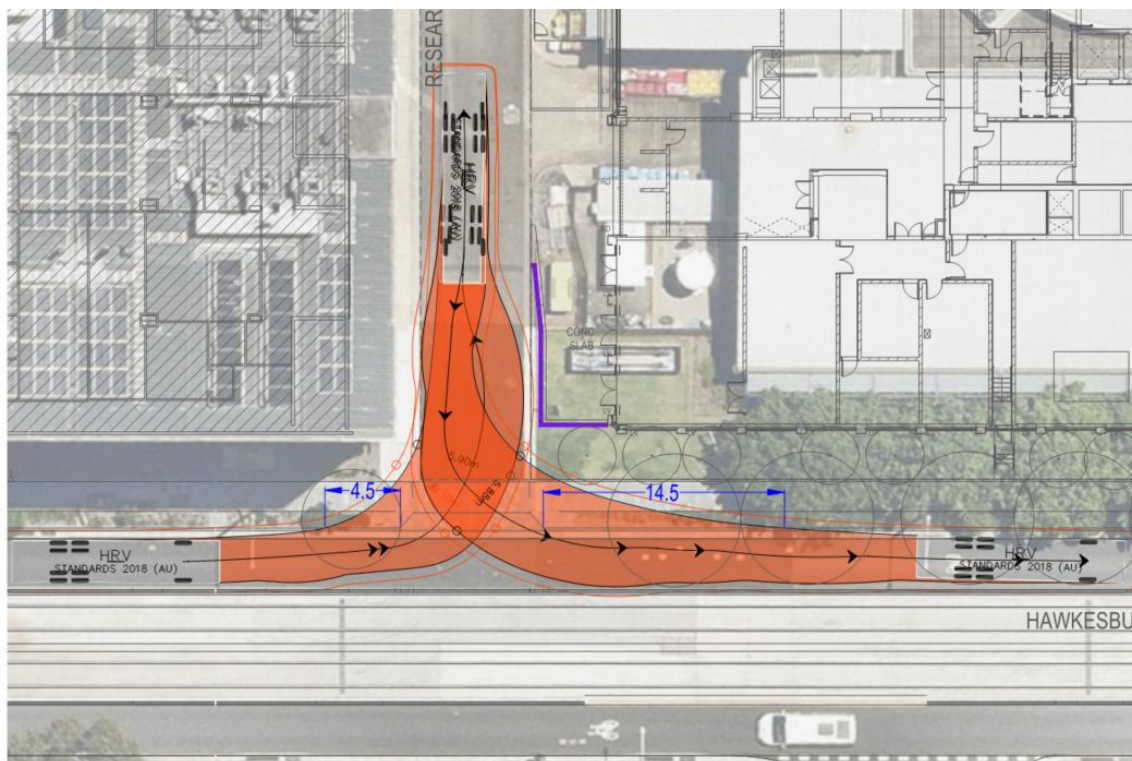


Figure 4: Research Lane Driveway Crossover Modification (indicative only)

Source: TTW

TfNSW comment – Delivery and Servicing

Comment: Loading dock access is proposed from Research Lane, on the southwestern boundary of the site. The proposed capacity of the loading dock is for up to two 12.5-metre HRV. The regular use of 10.5-metre waste trucks for waste collection is also expected.

All new developments should be self-sufficient and cater for all loading and servicing on-site. The Applicant cannot rely on the kerbside restrictions at this location.

Recommendation: TfNSW advises that the development should provide adequate loading and servicing vehicles spaces on-site to efficiently operate the loading dock. It is requested that the applicant provide this quantum and configuration of loading and service vehicle spaces on-site as part of the development. TfNSW recommends replacing the 2 HRV bays with multiple MRV bays for efficiency and to reduce impact to light rail operations.

The TfNSW Urban Freight Forecast tool provides guidance to developers on how many loading zones are required for a development based on the proposed land use. Access to the tool can be requested at: <https://www.mysydney.nsw.gov.au/lastmilefreight#UFFM>.

Response: As advised by CMRI, trucks servicing the loading dock include waste trucks, compressed cylinder trucks and cryogenic services trucks ranging from 6.7m to 12.5m long. All loading docks will be available for general use so both docks have been designed to accommodate for the largest possible truck size. As per the previous comment, site access at the Hawkesbury Road – Research Lane intersection will be widened post-SSDA to ensure the truck turning path is completely kept clear of the light rail corridor. Hence, truck operations are expected to have no impacts on any light rail operations.

Additionally, as CMRI becomes fully occupied, the largest trucks (i.e., the 12.5m cryogenic trucks) are expected to service the site weekly, during off-peak hours between 12:00 am and 6:00 am. Given the low traffic volumes typically observed during these times, any impact on light rail operations and the broader transport network is anticipated to be negligible. Furthermore, the infrequent servicing schedule is expected to support the efficient use of the loading dock, ensuring minimal disruption and optimal functionality.

On this basis, the existing proposal of the loading dock for two 12.5m HRVs is to be retained.

TfNSW comment – Swept Path Analysis

Comment: Swept paths for the heavy rigid vehicles (HRV) are shown to conflict with the proposed kerbs on Research Lane outside the new loading dock for both ingress and egress movements.

Recommendation: As part of the Response to Submission (RtS) TfNSW recommends that the Applicant addresses this design issue and make any necessary design changes to the development to remove any vehicle swept path conflicts.

Alternatively, if this is unable to be achieved, TfNSW recommends restricting the size of loading and servicing vehicles to MRV and altering the kerb design if necessary to remove any conflict with swept paths.

Response: As noted in the preceding comment, certain medical consumables required at CMRI necessitate the use of HRVs to service the site. Accordingly, the kerb design will be modified to eliminate any existing conflicts between the HRV turning path and the adjacent light rail corridor, as shown in Figure 4.

Should you require anything further please contact the undersigned.

Yours faithfully,
TTW (NSW) PTY LTD

A handwritten signature in black ink, appearing to read 'Michael Babbage', written in a cursive style.

MICHAEL BABBAGE
Associate (Traffic)

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