

10 March 2026

TfNSW Reference: SYD24-01380-02  
DPHI Reference: SSI-74258485



Ms. Kiersten Fishburn  
Secretary  
Department of Planning, Housing, and Infrastructure  
Locked Bag 5022  
Parramatta NSW 2124

Attention: Daniel Gorgioski

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**ADVICE ON ENVIRONMENTAL IMPACT STATEMENT  
WATER CYCLE MANAGEMENT  
GREATER PARRAMATTA AND OLYMPIC PENINSULA**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide advice on the Environmental Impact Assessment (**EIS**) for the Water Cycle Management in Greater Parramatta and Olympic Peninsula.

TfNSW has reviewed the EIS and provides the Department of Planning, Housing, and Infrastructure (**DPHI**) comments in **TAB A** for consideration.

If you have any further questions or revised information is received, Pahee Rathan, Senior Land Use Assessment Coordinator, would be pleased to take your call on 0417 246 510 or can be contacted via email at [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink that reads "BEPeg" in a stylized, cursive font.

**Brendan Pegg**  
Senior Manager Land Use Assessment Central and Western  
Transport Planning Branch  
Planning, Integration and Passenger Division

## TAB A – TfNSW advisory comments

### Transport network impacts of the development

#### Comment:

The following has been identified by TfNSW as part of the submitted documentation:

- The surrounding roads identified by the development do coincide with the work for Sydney Metro West (**SMW**) and PLR2 projects, Construction Pedestrian and Traffic Management Plans (**CPTMP**) for every stage needs to be submitted and assessed to ensure minimum impact.
- All road closures require approval of Road Occupancy Licence (**ROL**) from Transport Management Centre (**TMC**). Sydney Water to submit Traffic Guidance Scheme (**TGS**) to obtain ROL.
- Bus stop at Kissing Point Road (**classified road**) before Rippon Avenue is proposed to be relocated that requires TfNSW approval.
- The signalised intersections (James Ruse Drive/Hassall Street/ Grand Avenue and Parramatta Road/Wentworth Street) need to be assessed for cumulative impacts from the proposed construction activities, including PLR2 and SMW. The modelling should not use isolated network as the isolated network doesn't show the true impact on these intersections.

Furthermore, the cycle time used for the intersections are incorrect. The maximum cycle time is 140 sec, However the model provided has used 150 and 160 secs. Based on the information provided, there are excessive delays and impacts on these signalised intersections. Some have significant change behind queue length, compared to existing scenario.

- Swept path for local roads are provided (Devon Street/ Colquhoun Street) but no swept path has been provided for any state road entry / exit. Swept path plans are to be provided for all access from classified roads.

#### Recommendation:

TfNSW requests that the above is addressed by the Applicant as part of the RtS.

### Parramatta Light Rail Stage 2 (PLR2)

#### Comment:

The pipeline at Holker Street is an open trench pipeline. More information is required to understand the interface of this open trench pipeline with PLR2 at this location. Especially, along the existing URBNSURF site where space is limited.

TfNSW team has been coordinating with the Applicant on the concept design alignment of the River release pipeline which interfaces with the PLR2 project at Holker Busway, Hill Road, SOPA Pod 5 Carpark and PLR2 Hill Road TPS site. Further design coordination required with the Applicant to ensure proposed RRP pipeline does not adversely impact TfNSW's ability to construct the future TPS and associated earthing infrastructure, other utility, or drainage assets. Design coordination to be continued as the Applicant's design matures and as Applicant lands on a preferred design alignment (that may be different to what is reflected in the EIS documents).

#### Recommendation:

TfNSW will continue to work and coordinate with the Applicant regarding the respective projects and communicate any design changes. TfNSW would request that if identified through detailed design that changes need to be made by the Applicant that this is communicated to the PLR2 team.

### Maritime

#### Comment:

The development proposes to land that forms part of the bed of the Parramatta River (Certificate of Title Volume 5018 Folio 1), being land vested in TfNSW.

#### Recommendation:

As part of the Response to Submissions (**RtS**), the Applicant is to amend the application to ensure the legal description is referenced correctly in all the submitted plans and documents.

#### Comment:

TfNSW is the owner of the bed of Homebush Bay. As landowner, we note the project, including John Whitton Bridge River release structure, is in proximity to land the subject of an Ongoing Maintenance Order under Section 28 of the *Contaminated Land Management Act 1997* (Ongoing Maintenance Order No. 20212808; Area No. 3364).

#### Recommendation:

TfNSW recommends that DPHI engage with the NSW Environment Protection Authority (**EPA**) on the project in the context of the above referenced Ongoing Maintenance Order.

Comment:

The proposal involves works on or below the bed of the Parramatta River and Duck River, and the installation of the John Whitton Bridge River release structure, which is to be constructed on the bed of the Parramatta River and protected by a concrete mattress.

The EIS and supporting information do not provide sufficient information to assess the potential impacts of these works on boating operations and general navigation safety during either construction or operational stages of the project.

Recommendation:

To ensure navigation risks are understood and adequately managed, it is recommended that the proponent as part of the RtS provide a Navigation Impact Assessment and a Waterway Management Plan, prepared by a suitably qualified consultant. These documents should assess impacts to navigable waterways at all stages of the project.

The Applicant should also consult with Transport's Manager Waterway Operations Sydney Harbour (MOSydney@transport.nsw.gov.au) prior to preparing the RtS.

Comment:

The Applicant will need to arrange for the appropriate easement instrument to be drafted and will be responsible for providing it with the surveyed plan of easement to TfNSW for its approval prior to lodging both with Land Registry Services. In addition to the easement plans and Works Completion Survey, TfNSW will seek the horizontal directional drilling records from the contractor for the river crossings. Furthermore, depending on how the river release diffuser is constructed, a hydrographic survey (Port Bed clearance) may also be necessary for that component of the works.

Recommendation:

As part of the RtS, the Applicant will need to confirm whether it has the legislative powers to undertake work on TfNSW land.

If the Applicant is unable to demonstrate that they have the legislative powers to undertake the works, then they will need to enter a Deed of Licence to Carry out Works with TfNSW in respect to the works on TfNSW-Maritime land. This should be confirmed as part of the RtS so that it can be conditioned if needed.