

14 December 2022

TfNSW Reference: SYD22/00089/02

DPIE Reference SSD-35538829

Ms. Kiersten Fishburn
Director, Social and Other Infrastructure Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: James Groundwater
Email: james.groundwater@planning.nsw.gov.au

PARRAMATTA METRO – OVER STATION DEVELOPMENT

Thank you for requesting Transport for NSW (TfNSW) to review the Environmental Impact Statement for SSD-35538829 Parramatta Metro – Over Station development.

TfNSW has reviewed the submitted documentation and provides the Department comments for consideration in **TAB A** and suggested conditions of consent in **TAB B**.

If you have any further inquiries in relation to the above, please contact Brett Morrison, Development Assessment Officer via email at: development.sydney@transport.nsw.gov.au.

Should you have any further enquiries in relation to this matter, please do not hesitate to contact Brett Morrison, Development Assessment Officer, by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



David Rohloff
Senior Manager Land Use Assessment Central and Western
Planning and Programs,
Greater Sydney Division

TAB A – General comments

Traffic Model

Comment:

The report does not include evidence of any model calibration and validation to enable a critical assessment of the traffic impacts to Parramatta Light Rail. When validating the model, the Applicant should demonstrate that the model meets the requirements of TfNSW Traffic Modelling Guidelines.

Recommendation:

The Applicant should submit details to TfNSW for acceptance, of the baseline conditions where they will be assessed to be satisfactorily validated for the peak time periods of the day, in accordance with the procedures set out in the models' reference publication. TfNSW requests that the model includes Parramatta Light Rail and that an electronic copy of the SIDRA modelling files for review and verification, to be provided as part of the 'Response to Submissions' (RtS).

East/West Link

Comment

The east/west link is for pedestrians only and with no vehicular access to or from Church Street.

TAB B – Suggested Conditions of Consent

Parramatta Light Rail

Comment

A construction pedestrian and traffic management plan is to be provided showing the proposed construction vehicle access routes, type of vehicles, frequency of vehicle movements etc for GRCLR's review and comment. Any construction vehicles associated with the proposed development must not park, access through or encroach into the PLR corridor without prior consultation with and approval by GRCLR. This applies to throughout the PLR construction, T&C and operations phases.

Similar to the comment above, any permanent vehicle access in the end state of the proposed development must not impact or jeopardise the safety, operations or maintenance of the PLR services and activities. No parking, access through or encroachment into the PLR corridor by any vehicles (including private, commercial and maintenance etc) will be permitted without prior consultation with and approval by GRCLR. No vehicle access to be allowed along Church Street from south of Lennox Bridge to Macquarie Street in particular.

Recommendation

GRCLR's consultation and approval must be sought for any ROL applications related to this proposed development site including its construction stage and end state.

PLR track settlement monitoring would need to be conducted by the applicant to ensure that the PLR tracks would not be impacted as a result of the construction / demolition works associated with the proposed development.

No signalised pedestrian crossings shall be installed without prior consultation with and approval by GRCLR as the PLR operations, in particular the journey times, could be impacted by extra waiting times which have not been foreseen or factored in for the PLR.

There needs to be a "Solar Reflectivity Assessment" carried out for the proposed development to demonstrate that the visibility of the tram drivers in PLR trams running in both directions along the PLR alignment would not be impacted as a result of solar reflectivity / glares from the proposed development.

Green Travel Plan

Comment: TfNSW's Travel Demand Management (TDM) team have reviewed the Parramatta Over and Adjacent Station Development Transport and Access Report prepared by Sydney METRO West (October 2022) and can provide the following comments.

Recommendation: Further, from the SEARS compliance Table (Table 1.1 Transport and Accessibility Impact Assessment report) asks for a Green Travel Plan (GTP) to be implemented:

*"proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a **Green Travel Plan**."*

TfNSW asks that a GTP is prepared and implemented for the Over and Adjacent Station Development.

Green Travel Plan: In summary, a GTP should:

- Identify and determine a course for the delivery of mode share targets and strategies that encourage the use of sustainable transport options that reduce the dependence on and proportion of single occupant car journeys to the site, based on credible data.
- Be prepared by a suitably qualified transport or traffic consultant.
- Include specific tools and actions to help achieve the objectives and mode share targets.
- Include measures to promote and support the implementation of the plan.
- Identification of a responsible party (or Committee) for the ongoing implementation of the GTP.
- Confirmation of extent and nature of end of trip facilities and bicycle parking and how they will be promoted to employees, residents, and visitors.
- Consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets.
- Include a draft Transport Access Guide (TAG) to provide information to employees, residents, and visitors about the range of travel modes, access arrangements and supporting facilities that service the site.
- Identification of a communications strategy for conveying GTP information to employees, residents, and visitors, including for the TAG.

Car Parking: . TfNSW would ask that the amount of car parking is reduced and public transport and active transport modes are promoted over car driving – this is consistent with The Future Transport Strategy ([Future Transport \(nsw.gov.au\)](https://www.transport.nsw.gov.au) in which Travel

Demand Management (TDM) is one of TfNSW key actions. This is particularly the case given the close proximity to rail, METRO, buses, future light rail and ferry services, as well as active transport options.

Bicycle Parking and End of Trip (EoT): TfNSW appreciates the proposed parking for bicycles and End of Trip (EoT) facilities at Buildings A, B, C and D. 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, residents and visitors. The bicycle parking should be located at the development site 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 [cycleway design toolkit](#).

Travel Access Guide: TfNSW asks that a Travel Access Guide (TAG) be developed and should be included as an appendix in the GTP. The TAG should include separate route maps of all modes of transport; buses (private and public), trains, light rail (when it comes on stream), walking, as well as times for these public transport options. The TAG should also:

- Provide information advising residents, employees and visitors about service routes and timetables for buses and trains is available on the Trip Planner at transportnsw.info/
- Provide information advising residents, employees and visitors that additional information about walking routes is available on the Trip Planner at transportnsw.info/
- Update number and location of End of Trip facilities (bike racks, showers, lockers, change rooms) and locate on map.
- Provide times and stop locations for buses to and from the nearest train and light rail stations.
- Update number and location For further helpful information – please check this link How to Create a Travel Access Guide doc [here](#).

Submission: The GTP should be submitted to TfNSW for review prior to occupation.

Construction Pedestrian and Traffic Management Plan (CPTMP)

Comment:

To mitigate any construction impacts to the surrounding classified road network and multiple active development sites, including the State Significant Infrastructure (SSI) projects of Sydney Metro, TfNSW recommends that the Applicant is conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP).

Recommendation:

No construction zone would be allowed in Macquarie Street and nor site vehicular access including construction vehicles to/from Macquarie Street.

The Applicant is conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP shall ensure include the following matters including, but not limited to, the following:

- A description of the development.
- Location of any proposed work zone(s);
- Details of crane arrangements including location of any crane(s) and crane movement plan.
- Haulage routes.
- Proposed construction hours.
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods.
- Construction vehicle access arrangements.
- Construction program and construction methodology, including any construction staging.
- A detailed plan of any proposed hoarding and/or scaffolding.
- Measures to avoid other construction worker vehicle movements in the area.
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and TfNSW, Contractor(s) and Operator.
- Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP.
- Identify the cumulative construction activities of the development and other projects within or around the development site, and private developments. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP; and
- Provide the builder's direct contact number to TfNSW and small businesses adjoining or impacted by the construction work to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

Submit a copy of the final plan to TfNSW for endorsement via development.sco@transport.nsw.gov.au.

The Applicant should submit a copy of the final updated plan to TfNSW for endorsement within two weeks of being notified by TfNSW to update the plan.