



Mr Andy Nixey, Principal Planner
NSW Department of Planning, Housing and
Infrastructure

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SSD Reference	70283710
Our Reference	NCA/1/2024
Contact	Doug Bennett
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5 March 2025

Dear Mr Nixey,

RE: SUBMISSION – EXHIBITION OF STATE SIGNIFICANT DEVELOPMENT APPLICATION – MIXED-USE PRECINCT, INCLUDING IN-FILL AFFORDABLE HOUSING – CRESCENT PARKLANDS – 1 CRESCENT STREET, HOLROYD (SSD-70283710)

I write to make a City of Parramatta Council Officer submission in response to the Department of Planning, Housing and Infrastructure's (DPHI's) exhibition of the above-referenced State Significant Development Application (SSDA) for Crescent Parklands, 1 Crescent Street, Holroyd, situated in the Cumberland City Council local government area.

New Cumberland Rail Line

Council recently (24 January 2025) made a submission to DPHI concerning the exhibition of an Explanation of Intended Effect (EIE) for a proposed amendment to *State Environmental Planning Policy (Transport and Infrastructure) 2021* (SEPP) relating to the New Cumberland Rail Line Future Underground Infrastructure Corridor. In its submission, Council officers expressed support for Transport for NSW's intention to preserve a corridor for the New Cumberland Rail Line through Parramatta CBD, as this corridor protection aligns with Council's long-held objective of a rail connection between Parramatta and Epping.

Council officers note that the location of the proposed Crescent Parklands development may potentially impact development of the proposed New Cumberland Rail Line at its southern end. Whilst Section 1.3.1.6 of the Environmental Impact Statement (EIS) indicates a meeting has occurred between the proponents, DPHI and Transport for NSW (TfNSW), it is not clear whether or how any potential conflicts would be managed. The EIS includes the statement, *"During the meeting, the application was acknowledged, and TfNSW confirmed their deliberate decision to terminate the underground rail within the Parramatta LGA to avoid impacting the site. Both TfNSW and the DPHI are now considering the possibility of realigning the corridor to eliminate any potential future impacts on the site."*

City of Parramatta Council officers recommend that any potential conflicting objectives between the planned New Cumberland Rail Line and the proposed Crescent Parklands SSDA be resolved through an open and transparent process before making final amendments to the SEPP to protect the future rail corridor and determination of the SSDA by DPHI.

Parking and Traffic Congestion

The proposed development is located in close proximity to the major intersections of M4, Parramatta Road, Church Street and Woodville Road. The proposal will result in approximately 1,600 parking spaces and a traffic generation of up to 771 inbound trips in the evening peak across a two hour window. This is a concerning increase in traffic of which the vast majority will be travelling through this intersection. Further to this, it is apparent that the proposed development will result in increased congestion along Parramatta Road, including local roads connecting to Parramatta Road which will create additional delays for residents in the

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Parramatta LGA. Accordingly, consideration should be given as to whether this site is suited for a development of this scale without other measures being taken to improve the flow of traffic in the surrounding state road network. The TIA must provide further detail on the impacts of this volume of traffic and suggested mitigation measures.

Sight Access

At the SEARs stage, Council raised concerns regarding motorists travelling southbound in Church Street, using the existing driveway in Crescent Street to perform a U-turn to access the M4 in the westbound direction. This behaviour is likely to continue, however, with the proposed development in place, there may be increased conflict with pedestrians on the footpath and vehicles exiting the driveway.

The proposal now includes widening of Crescent Street to have 2-3 eastbound lanes past the development's driveway and a dedicated right turn lane into the site. This will likely result in the continued use of this section of road for motorists to perform a U-turn. Further to this, it is apparent that the queuing in Crescent Street in the AM peak will extend beyond the eastern driveway post development. As such, there will be instances where motorists are turning right out of or into the driveway between queued traffic which will significantly impact their sight lines.

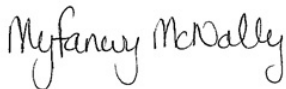
Given this, the TIA must further consider the road safety implications of their development and propose measures to minimise the impacts on road safety. It is suggested that the eastern driveway be made left in left out via a median island and that a roundabout be installed at the western driveway to allow motorists to safely perform a U-turn.

Active Transport

Active transport links are considered essential to service the proposed development and particularly to link to Harris Park Train Station. In this regard, it is noted that there is a missing signalised pedestrian leg in Boundary Street at the intersection with Church Street and Raymond Street. Accordingly, the TIA must perform an assessment of a future upgrading of this traffic signals at this intersection to improve pedestrian safety and connectivity.

If you have any questions in regard to this submission, please contact myself on 9806 5447 or by email at mmcnally@cityofparramatta.nsw.gov.au.

Yours sincerely,



Myfanwy McNally
City Significant Development Manager