

11 August 2025

TfNSW Reference: SYD25-00834/01

DPHI Reference: SSD-71558711



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

Attention: Andy Nixey

**ADVICE ON ENVIRONMENT IMPACT STATEMENT (EIS)
FOR MIXED USE PRECINCT WITH INFILL AFFORDABLE HOUSING (MELROSE PARK SOUTH-WEST)
82 HUGHES AVENUE, ERMINGTON**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide comment on the exhibition of Environmental Impact Statement (**EIS**) for the mixed used development with infill affordable housing at 82 Hughes Avenue, Ermington.

TfNSW has reviewed the EIS and advises that:

- The development seeks consent for the construction of a mixed-use development, comprising 1,375 residential units, and 621 m2 retail GFA, within the MPS West development. The proposed MPS West development comprises three main building blocks, known as Block B1, B2, and B3 and a publicly accessible waterfront park.
- The proposed development is generally consistent with the approved Planning Proposal (**PP-2020-4038**) and that when compared to the traffic generation estimated in the approved precinct Transport Management and Accessibility Plan (**TMAP**), the traffic generation of the MPS West and MPS East (which is subject to a separate SSDA) the net increase in 24-26 trips per hour across the two sites is considered negligible and therefore unlikely to impact the classified road network.
- The proposed additional shuttle bus services are proposed to extend the number of the services of the existing 524-bus route and will be operated as a TfNSW public passenger service bus which includes the charging of the normal Independent Pricing and Regulatory Tribunal (**IPART**) fee to public users. This is not permissible under the *Transport Administration Act, 1988*.

As such, TfNSW provides advisory comments and recommendations in **TAB A** for the Applicant to address as part of the Response to Submissions (**RtS**).

For more information regarding the above matter, please contact Nav Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

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

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

TAB A – TfNSW advisory comments

Protection of Parramatta Light Rail Corridor

Comment:

Several construction projects including PLR2, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operation within the precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods

Recommendation:

It is requested that the Applicant provides the following information as part of the RtS:

- The proposed locations of the 11kV feeders that are to be installed from Rydalmere Zone Substation (ZS).
- The locations of any crossings of feeders as Rydalmere ZS is located north of the PLR2 corridor whilst the proposed development is located south of the PLR2 corridor.
- Details of proposed access routes to the development during the operation of light rail as right turns would not be permitted at unsignalised intersections along the light rail corridor; and
- Details of any new Endeavour Energy assets that are proposed within the PLR2 corridor.
- The Applicant should be conditioned to minimise disruption to the future light rail construction and operation during construction of the development.
- The Applicant must comply with all Parramatta Light Rail Operator policies, rules and procedures when working in and about the Parramatta Light Rail corridor.

Shuttle bus operation

Comment:

TfNSW notes that to mitigate the traffic generation of the site and align with the requirements of the TMAP, the Applicant proposes to provide a separate shuttle bus to extend the number of services of the 524-bus route which is currently operated Busways Northwest. Whilst TfNSW have no issue with the provision of a shuttle bus in-principle, the additional shuttle bus services are proposed to be operated by Buslines as a TfNSW public passenger service bus which includes the charging of the normal IPART fee to public users.

TfNSW advises that only buses that can operate Opal enabled services are the contracted operators that operate across the greater metropolitan area as a part of a metropolitan bus contract with TfNSW.

Recommendation:

Should the Applicant engage Buslines to provide the additional services, TfNSW requires that the shuttle bus is provided free of charge by the Applicant, with no cost to users of the shuttle service for its duration.

Construction Pedestrian and Traffic Management Plan (CPTMP)

Comment:

The development is located within the Parramatta Light Rail Corridor where other construction projects, including road upgrades and other private developments, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and reduce road safety for road users including vulnerable users' groups such as pedestrians and cyclists particularly during commuter peak periods.

Recommendation:

Prior to the issue of any construction certificate, the Applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:

- Proposed haulage routes and construction vehicle access arrangements.
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can be accommodated within the context of road changes in the surrounding area.

- Identify any potential impacts to general traffic, cyclists, pedestrians, and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.
- Identify the cumulative construction activities of the development and other projects within or around the development site.
- Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.
- Construction program and construction methodology.
- Consultation strategy for liaison with surrounding stakeholders, and other developments under construction.
- Proposed construction hours.
- Provide the direct contact details to businesses and residents impacted by the construction work and TfNSW via development.ctmp.cjp@transport.nsw.gov.au to resolve issues during construction in real time. 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.ctmp.cjp@transport.nsw.gov.au.