

13 February 2026

TfNSW Reference: SYD25/01050/04  
DPHI Reference: SSD-79791208



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

Attention: Aaron Hogan

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**RESPONSE TO SUBMISSIONS  
MIXED-USE DEVELOPMENT  
2 FITZWILLIAM STREET, PARRAMATTA**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Response to Submissions (**RtS**) for mixed-use development at 2 Fitzwilliam Street, Parramatta.

TfNSW has reviewed the RtS and provides advisory comments for the Department of Planning, Housing and Infrastructure (**DPHI**) consideration in **TAB A** and suggested Development Consent conditions in **TAB B**.

A TfNSW response in relation to requirements for the protection of the New Cumberland Line corridor was has been submitted under another cover.

If you have further questions regarding the above matter, please contact Shoba Sivasubramaniam, Development Assessment Officer, via phone on 0461 319 385 or email at [development.sydney@transport.nsw.gov.au](mailto: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 Branch**  
**Planning, Integration and Passenger Division**

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OFFICIAL

## TAB A – TfNSW advisory comments

### Delivery and Servicing

#### Comment:

There is a shortfall of 1 Medium Rigid Vehicle, 2 Small Rigid Vehicle, 1 B99 parking space.

#### Recommendation:

The TfNSW Urban Freight Forecasting Model (UFFM) provides guidance to developers on how many loading zones are required for a development based on the proposed land use. Recommendation:

Access to the tool can be requested at: <https://www.mysydney.nsw.gov.au/lastmilefreight#UFFM>

Further guidance on site delivery and servicing should be sought from ([delivery-and-servicing-plan-guidance.pdf](#) (nsw.gov.au)).

TfNSW does not support the use of kerbside parking for delivery and servicing vehicles for site operations, noting the calculated efficacy is 89% for the provided spaces as per the UFFM. This results in approximately 10 rejected vehicles per day on typical days.

## **TAB B – TfNSW suggested conditions of consent**

### **Landowner's Consent**

#### Recommendation:

Proposed works are partly over land owned by TfNSW, being Lots 12, 13, and 14 DP1285124. Lots 12, 13, and 14 DP1285124 are stratum limited in height and depth,

Landowner's consent shall be sought prior to any works over the affected lots.

#### Reason:

To ensure the integrity of TfNSW assets.

### **Suspension or release of easements benefitting TfNSW**

#### Comment:

Proposed works are over Lots 10 and 11 DP1285124. TfNSW is the dominant tenement benefitting from easements on Lots 10 and 11 DP1285124.

#### Recommendation:

Access should not be denied to TfNSW easements nor should integrity of TfNSW easements be compromised. If access may be denied or integrity compromised, the Applicant must apply under Section 88B(2)(c1) of the *Conveyancing Act 1919* to release or partially release TfNSW's easements, or reach an agreement with TfNSW for the temporary suspension of any easement.

### **Fitzwilliam Street conversion between Wentworth Street and Church Street**

#### Comment:

Fitzwilliam Street is proposed to be temporarily converted to a one-way road between Wentworth Street and Church Street to support the establishment of a Works Zone along its site frontage and adjacent areas on Valentine Avenue.

The temporary conversion will require modifications to existing signage. Signage is a prescribed traffic control device that cannot be altered, removed, or interfered without written authorisation from TfNSW under Section 122 of the *Road Transport Act 2013*.

The temporary conversion will require works to the Traffic Control Signals (**TCS**) to Church Street/Fitzwilliam Street to relocate the stop line on Church Street and modify turn movements into Fitzwilliam Street. TCS modifications will require TfNSW approval under Section 87(4) of the *Roads Act 1993*.

Note, TfNSW approval has not yet been granted for the Section 87(4) *Roads Act 1993* Application made under approved DA/392/2024 for temporary works to Church Street/Fitzwilliam Street TCS.

#### Recommendation:

Should Council approve a one-way conversion of Fitzwilliam Street during as temporary arrangement during construction, an Application must be made to TfNSW for Section 122 *Road Transport Act 2013* and Section 87(4) *Roads Act 1993* approval.

#### Reason:

To ensure the safety and operations of the surrounding transport network and integrity of TfNSW assets.

### **Valentine Avenue conversion between Parkes Street and Fitzwilliam Street**

#### Comment:

Valentine Avenue is proposed to be converted to a two-way street between Parkes Street and Fitzwilliam Street with left-in, left-out, and right-in movements at Parkes Street/Valentine Avenue.

Parkes Street is a classified regional road under the care and control of TfNSW.

#### Recommendation:

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An application should be made for TfNSW concurrence under Section 138(2) of the *Roads Act 1993* for any works to Parkes Street.

The developer may be required to enter a Works Authorisation Deed (WAD) for the abovementioned Works. TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

Recommendation:

Installation of new signage may be required to ban right turn movements onto Parkes Street. Signage is a prescribed traffic control device that cannot be altered, removed, or interfered without written authorisation from TfNSW under Section 122 of the *Road Transport Act 2013*.

Recommendation:

The connection of Valentine Avenue to Parkes Street is a work under Section 138(1)(e) of the *Roads Act 1993* that will require TfNSW concurrence under Section 138(2) of the *Roads Act 1993*.

Road connection shall be designed to meet TfNSW requirements and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTRROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works. Please send all documentation to [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

The developer is required to enter a Works Authorisation Deed (WAD) for the abovementioned Works. TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

Reason:

To ensure the safety and operations of the surrounding transport network and integrity of TfNSW assets.

**Construction Pedestrian and Traffic Management Plan**

Comment:

To ensure that construction traffic impacts are suitably managed and mitigated the TfNSW recommends that the Applicant develop a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and Council.

The Applicant is required to submit a CPTMP for TfNSW review and endorsement prior to the issue of a Construction Certificate notwithstanding that it has been submitted under approved DA/392/2024.

Recommendation:

A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate. Please send to [development.ctmp.cjp@transport.nsw.gov.au](mailto:development.ctmp.cjp@transport.nsw.gov.au)

**Green Travel Plan**

Recommendation:

As part of the ongoing operation of the development, a detailed Green Travel Plan (GTP), which includes target mode shares to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

Reason:

To encourage and support sustainable transport outcomes for future users of the development, particularly with high levels of current and future public and active transport accessibility.

**Access to the Development**

Comment:

Vehicular access is proposed at the southwestern corner of the site and within close proximity of the Valentine Avenue/Wentworth Street/Fitzwilliam Street TCS.

The proximity of the proposed vehicular crossing to the TCS is unclear. The driveway location must be shown in relation to the TCS, including the pedestrian crossing on the eastern side. A detailed plan with dimensions clearly marked must be submitted to TfNSW to determine if TCS modifications are required to make the driveway operationally safe.

Recommendation:

Any modifications will require TfNSW approval under section 87(4) of the *Roads Act 1993*. An application shall be made to TfNSW under section 87(4) of the *Roads Act 1993* for TCS works at Valentine Avenue/Wentworth Street/Fitzwilliam Street.

Comment:

Consideration will be given to the operational safety of the vehicular access in TfNSW's assessment of an application.

Recommendation:

The swept path of the longest vehicle (design and check vehicle) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with Austroads.

Reason:

To ensure the safety and operations of the surrounding transport network including pedestrian safety.

### **Bus Interchange**

Comment:

The Application proposes to reinstate Bus Stop Stand B3 and B4 at Argyle Street bus interchange, which will need to be undertaken to the satisfaction of TfNSW under the *Transport Administration Act 1996* and City of Parramatta Council under the *Roads Act 1993* as the relevant Road Authority.

Lot 11 and Lot 13 DP1285124 are burdened by an easement for bus shelters 6.5m wide and variable.

Recommendation:

If access may be denied or integrity compromised, the Applicant must apply under Section 88B(2)(c1) of the *Conveyancing Act 1919* to release or partially release TfNSW's easement, or reach an agreement with TfNSW for the temporary suspension of easement for bus shelters.

Recommendation:

All requirements for the installation of a 'bus zone' including signage, B-poles, and adequate lighting shall be undertaken by the Applicant to TfNSW and City of Parramatta Council's satisfaction and be prepared and submitted by a suitably qualified traffic engineer.

A bus shelter is not required.

### **Gantry**

Recommendation:

Prior to the issue of any construction certificate, Section 138(2) *Roads Act 1993* Application must be made to TfNSW for any works or structures over Argyle St (**classified transitway**).

The developer is required to enter a Works Authorisation Deed (WAD) for the abovementioned Works. TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

Gantry plans should be submitted and designed to the following specifications:

- a. Gantry shall not obstruct line of sight to traffic control signals, driveways, or other critical road infrastructure such as bus stops.

### **Modification to TCS plan for mid-block Argyle Street**

Comment

Any public domain works (including building awning) within the vicinity of the mid-block signals of Argyle Street will require modification to the existing Traffic Control Signal plan will need to be reviewed and approved by TfNSW.

### Recommendation

A TCS plan shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

It will need to be review and approved by TfNSW.

### **Reinstatement of Wentworth Avenue/Valentine Avenue/Fitzwilliam Street TCS**

### Recommendation

The Traffic Control Signal (TCS) at the intersection of Wentworth Avenue/Valentine Avenue/Fitzwilliam Street shall be designed to meet TfNSW requirements. The TCS plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)).

The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of works. Please send all documentation to [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works.