



9 March 2022

TfNSW Reference: SYD17/01416/09

Department's Reference: SSD 8800

Department of Planning and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Attention: **Thomas Piovesan**

**RESPONSE TO SUBMISSIONS FOR PARRAMATTA LEAGUES CLUB HOTEL  
1 EELS PLACE, PARRAMATTA**

Dear Sir/Madam,

Reference is made to the Department of Planning and Environment (DPE) correspondence dated 17 January 2022, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted documents and provides the following comments/conditions at **Attachment A** for your consideration in the determination of the application. Should DPE determine that additional information is required to address the concerns, TfNSW will be happy to review any additional information provided.

If you have any further questions, please direct attention to Development Assessment Officer, Ms Shoba Sivasubramaniam, on 0431446623 or email [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Zhaleh Alamouti'.

**Zhaleh Alamouti**

A/Senior Manager Land Use Assessment (West&Central)

## **Attachment A**

### **Transport and Accessibility**

1. It is noted that holding lines have now been proposed on both approaches of the one lane two-way arrangement on Eels Walk. TfNSW raises concern regarding the proximity of the painted zebra crossing on Eels Walk that causes potential vehicular conflict with pedestrians as this is a conflict and decision-making point for motorists.

TfNSW recommends the positioning of the painted zebra crossing is to be reconsidered.

2. The SIDRA modelling still shows optimised phasing and timing. As advised before, optimisation cannot be guaranteed and SCATS will adjust itself according to demands and priority will always be given to the major movements especially, O'Connell Street.
3. It is recommended that publicly available PLR data for O'Connell St/Victoria St TCS should be used in SIDRA modelling to assess the cumulative impact of the Parramatta Light Rail on nearby signalised intersections. It should be noted that publicly available TfNSW modelling data does not utilise optimised phasing and timing.
4. It is noted that there are inconsistent cycle times inputted in the submitted SIDRA modelling. Appropriate cycle times are to be used and incorporated into SIDRA modelling.

Further modelling comments are provided below for consideration.



# TfNSW Operational Traffic Modelling Team Review and Comments

## Parramatta Eels Place SIDRA model

08/02/2022

The following sections comprise a summary of TfNSW operational traffic modelling team's review of the Parramatta Eels Place SIDRA model. The traffic model(s) provided for the review are outlined in Table 1.

Table 1: Reviewed material

Material	File / Folder name	File description	Received date
SIDRA model	RENAI-WRM-ENGAGEMENT-636-637781705028923728-18305_Sidra-Modelling_211206-Submission.sip8	Parramatta Eels Place future base and option models	19/01/2022

Note that as the existing base year model and accompanying reports were not provided, this review is focused only on the future base and option models.

Table 2 provides a summary of review comments.

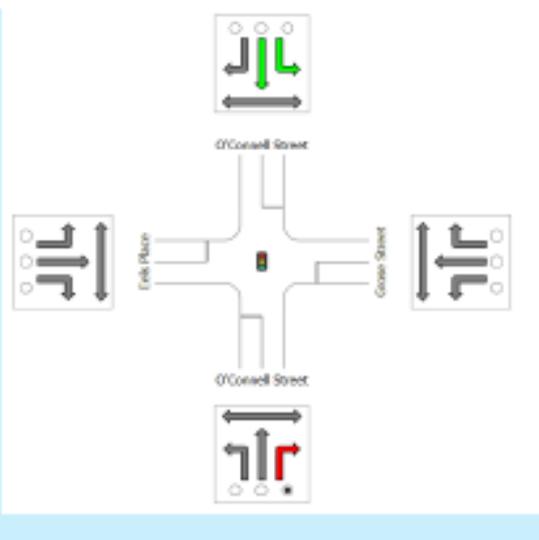
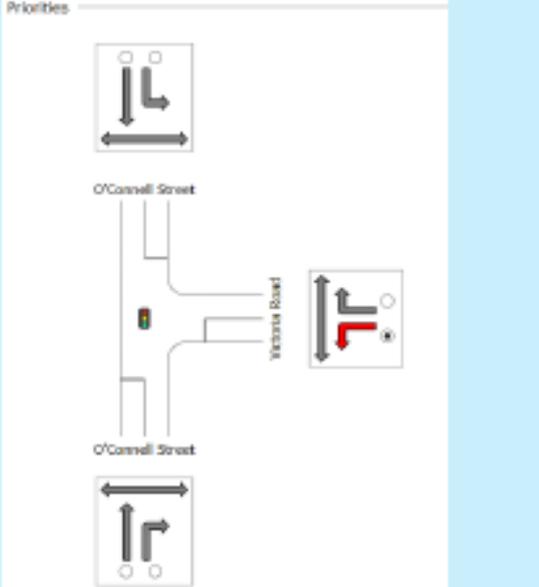
This review will use three categories to assess the scale of each issue:

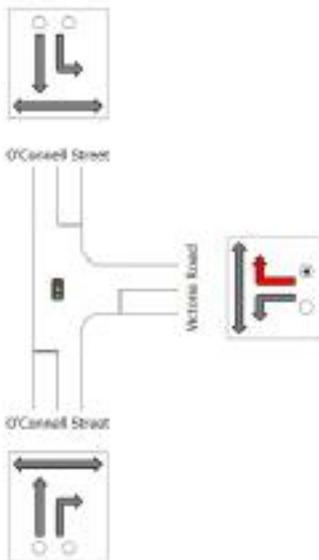
1. **Major** – these issues need to be addressed before the model is used as they will have an impact on the model analysis and recommendations
2. **Medium** – these issues are usually localised and/or are likely to result in a small variation of the model analysis and recommendations but should not impact on the decision process.
3. **Minor** – these issues are minor and/or remote to the main area of investigation and should not impact on model analysis but should be considered for correction at subsequent updates.

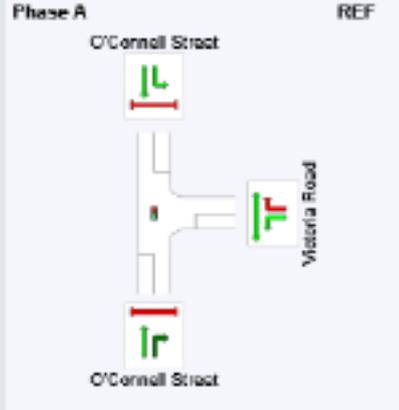
This approach ensures that the review has captured the likely impact of issues identified and prioritises them to assist in formulating corrective actions. In isolation, medium or minor issues would not have considerable impacts on the modelling results, but combined they have the potential to impact the model performance.

Table 2: Summary of review comments

Item	Section	Comment	Priority
1	Trip generation rates	<p>Neither the RMS Guide to Traffic Generating Developments nor the TDT 2013/04a Update document provides a trip generation rate specifically for hotels.</p> <p>However, a quick comparison was undertaken against NZ trip generation rates and it seems that the rates used for the Parramatta Eels Place SIDRA models are a fair bit lower, especially during the PM.</p> <p>Was there any reasoning provided as to why this might be the case?</p>	Medium
2	General	The default walking speed of 1.3m/s has been used whereas the RMS modelling guidelines recommend 1.2m/s.	Minor
3	General	HV and Bus PCU values for all models have been left at the default of 1.65 whereas the RMS modelling guidelines recommend increasing this value to 2.	Minor
4	Pedestrians	It is assumed that the pedestrian actuation figures of 75%, 50% and 25% were remnants from the existing base models. However, with the growth from background traffic as well as proposed developments, is this likely to change?	Minor
5	Pedestrians	Pedestrian volumes have been kept at the default value of 50. With the proposed developments in addition to PLR, is this likely to increase?	Minor
6	Volumes	The intersection of Eels Place / O'Connell Street / Grose Street inputs volumes as total and heavy vehicle in S4 for the AM whereas all other intersections and scenarios uses HV%. It is recommended that all scenarios and intersections should use the same method of input for consistency.	Minor
7	Priorities	It does not appear the northbound right turn from O'Connell Street into Grose Street gives way to the pedestrians despite both movements occurring in the same phase. This is also true for the southbound right turn at the same intersection.	Minor

			
<p>8</p>	<p>Priorities</p>	<p>It does not appear any of the left or right turning movements at the Victoria Road / O'Connell Street intersection are giving way to pedestrians despite occurring in the same phase.</p> <p>Priorities</p> 	<p>Minor</p>

		<p>Priorities</p> 	
9	Gap acceptance	<p>The gap acceptance parameters seem to differ between S5 AM and PM at the Eels Place / O'Connell Street / Grose Street intersection as the latter has the 'Opposing Peds' parameter set to Input rather than Program on most left turns.</p>	Minor
10	Vehicle movement data	<p>The speed along Grose Street has been modelled as 60km/h although Google Streetview suggests it is 40km/h.</p> 	Minor
11	Phasing & Timing	<p>The westbound left turn has been coded to occur simultaneously with a conflicting pedestrian movement at the Victoria Road / O'Connell Street intersection.</p>	Medium

		<p>Phase A REF</p> 	
12	Network timing	<p>The Victoria Road / O'Connell Street intersection uses user-given phase times in S4 and S5. This should not be the case given that all scenarios use future volumes.</p>	Minor

## **Green Travel Plan**

TfNSW requests a Green Travel Plan (GTP) (including an implementation plan) to be prepared by a suitably qualified transport planner or transport engineer prior to Occupation Certificate (TfNSW Submission – 28 February 2019). The GTP will need to be reviewed by TfNSW once it has been prepared.

The GTP should identify and determine a course for the delivery of mode share targets, and strategies that encourage the use of sustainable transport options, particularly between the site and public transport stops, (bus and light rail) that reduce the dependence on and proportion of single-occupant car journeys to the site, based on credible data. The proponent is strongly encouraged to visit the TfNSW Travel Demand Management page which houses travel plan templates and toolkits - [here](#).

## **Transport Access Guide (TAG):**

TfNSW recommends that a high quality Travel Access Guide (TAG), which provides information to staff, visitors and residents about how to travel to the site by sustainable transport modes, is included in the GTP.

## **Car Parking**

It is noted that car parking provision for the proposed Hotel development will be provided within the existing 733 space multi-storey Club car park. TfNSW request that you consider providing charging stations for EVs, and a parking management plan that prioritises use by staff on a needs basis to further reduce car use – this could include providing dedicated spaces for those who are carpooling / car sharing to encourage carpooling.

## **Bicycle Parking**

TfNSW notes that bicycle parking for both hotel staff and guests will be available within the multi-storey car park on the Club site, and End of Trip (EOT) facilities will be provided within the hotel development. It is noted that EOT change and shower facilities are provided in the hotel gym (ground floor) and staff change rooms (basement) in the hotel, but no detail on the number of these, or if lockers are available, have been provided. The bicycle parking includes 44 secure bicycle parking spaces in the car park for the Club and hotel, and 8 publicly accessible bicycle rails.

TfNSW recommend that additional secure and accessible bicycle parking is provided, and this is monitored on a regular basis to ensure that there is adequate supply which will assist to encourage cycling as a mode. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

## **Coach Parking and Passenger Pick-up and Drop-off Management Plan**

As advised before, TfNSW has completed a forecasting assessment for coach, taxi and private vehicles that currently enter the Parramatta Leagues Club. The analysis completed as part of the Transport, Parking and Accessibility Impact (TPAI) Statement seems to show a significantly lower number of vehicles using the facilities available including the Porte Cochere. There is a concern that inaccurate traffic modelling could lead to significant delays on the road network.

It is recommended that prior to the issue of an Occupation Certificate, the applicant shall prepare a Coach Parking and Passenger Pick-up and Drop-off Management Plan to ensure that coaches can adequately be accommodated within coach parking facilities without having an impact to the operation of the road network. The applicant shall also ensure they have accurately modelled the number of vehicles, plus the uplift from new the hotel, for the site. The plan shall be prepared in consultation with TfNSW.

## **Construction Pedestrian and Traffic Management Plan**

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, 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:
  - 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 construction worker vehicle movements within the Parramatta Precinct;
  - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder;
  - 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; and

- Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;

Submit a copy of the final plan to TfNSW for endorsement via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au); and

Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au) to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

### **Loading and Servicing Management**

It is noted that the Transport, Parking and Accessibility Impact (TPAI) Statement states that:

- *“As described above, the proposed modification Hotel development will provide a single loading dock facility with the ability to accommodate a Medium Rigid Vehicle (MRV). The Leagues Club is serviced by a dock with the ability to accommodate a Heavy Rigid Vehicle (HRV).”*
- *“It is expected that the Hotel loading dock would accommodate up to 6 service vehicle movements per day. The provision of a single loading dock would be able to accommodate this level demand.”*
- *“The Club loading dock can accommodate multiple vehicles simultaneously. With regard to Hotel waste collection, it is anticipated that a combined collection with the Club from the Leagues Club dock could be arranged subject to contract arrangements with the waste collector. A combined collection would obviously reduce the number of service vehicles accessing the site.”*

TfNSW have completed their own analysis and have found the single loading dock would be insufficient to meet the demand of the proposed development. However, the applicant's proposal to utilise the existing Parramatta Leagues Club's loading dock does seem beneficial to meeting the freight and servicing requirements of the precinct.

It is requested that the applicant be conditioned to prepare an integrated Loading and Servicing Management Plan for the proposed on-site loading dock and shared loading dock currently used by the Parramatta Leagues Club for the review and endorsement by TfNSW. The Plan needs to specify, but not limited to, the following:

- Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of loading and servicing facilities within the subject site or within other sites in its immediate vicinity, which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business;
- Swept paths of vehicles entering and exiting the loading dock;
- Management of queuing along Eels Place as a result of the proposed loading dock arrangement;
- The details of alternate loading zones to redirect vehicles due to extensive queuing at the access to loading dock;
- Management of incidents at the access to the loading dock;
- Loading dock management details including measures to minimise freight and service vehicle movements during peak periods;
- Management of conflicts between cars accessing the car park and vehicle movements to/from the loading dock; and
- Management of conflicts between vehicles accessing the loading dock and pedestrian movements along Eels Place.

## **Event Management Plan**

The site proposes to have function space alongside the use of the Parramatta Leagues Club. The site may from time to time hold functions which may coincide with events being held at the Commbank Stadium. It is unclear how an event at the Hotel/Club will be managed and how these events will be managed if run alongside an event being held at Commbank Stadium.

TfNSW requests that prior to the issue of an Occupation Certificate, the applicant shall prepare an Event Management Plan which aligns with the Event Management Plan prepared by Commbank Stadium and outlines how an event being held at the Hotel/Club will be managed