

Marcus Jennejohn  
Senior Planning Officer  
Department of Planning and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Dear Mr. Jennejohn,

**SSD-10416 Powerhouse Parramatta – Advice on Response to Submissions**

Thank you for your correspondence via Major Project portal (ref: PAE-9991813) on 13 October 2020, requesting Transport for NSW (TfNSW) to review the Response to Submissions (RtS) for the subject proposal.

The RtS report and its relevant supporting documents have been reviewed. The applicant has identified a list of mitigation measures (*Table 4 of the Response to Submissions and Amended Proposal Report, Version 5, dated 8 October 2020*) and these proposed mitigation measures are considered to have largely addressed the comments raised in our previous submission. Recommended conditions are provided in **TAB A** for consideration by the Department.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely



27/10/2020

**Mark Ozinga**

Principal Manager, Land Use Planning & Development  
Customer Strategy & Technology

CD20/08071

## **TAB A – Recommended Conditions of Consent for SSD-10416**

### Prior to the Commencement of Works

#### **Interface with Parramatta Light Rail works**

Prior to issue of a relevant construction certificate or preparatory, demolition or excavation works, the applicant shall consult with Parramatta Light Rail (PLR) project (DA.PLR@transport.nsw.gov.au) within TfNSW to coordinate any interfacing works that will affect the PLR project.

#### *Reason for condition*

To ensure coordination with the PLR works and protect any utilities that have been relocated and/or installed by PLR.

#### **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 should 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 CBD;
  - 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, Sydney Metro West 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; and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW 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.

### *Reason for condition*

To ensure that the combined construction activities of the development and Parramatta Light Rail can be appropriately managed to minimise disruption.

### Prior to the Issue of the Occupation Certificate

#### **Coach Management Plan**

The applicant shall prepare a Coach Management Plan in consultation with City of Parramatta Council and TfNSW and submit a copy of the final plan to TfNSW for the endorsement, prior to the issue of the occupation certificate. The plan shall consider all visitor groups (including simultaneous visiting groups from multiple schools) and concurrent events within the development. The plan shall detail the outcomes of investigations of opportunities to provide coach passenger pick-up and drop-off and outer-CBD coach layover parking facilities for the development. The plan should specify, but not be limited to, the following:

- Details of the development's coach profile, including the forecast coach traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of coach passenger pick-up/drop-off and outer-CBD layover parking facilities that would support the demand of the development;
- Details of how use of the coach passenger pick-up/drop-off and layover parking facilities would be managed so as to minimise impact to general traffic, bus operations, cyclists and pedestrians;
- Management of coach queuing at coach passenger pick-up/drop-off and layover parking facilities, including details of alternate coach passenger pick-up/drop-off and layover parking locations to redirect coaches due to extensive queuing and how this would be managed; and
- Measures to manage passengers queuing to board coaches, including school students, to minimise impacts to footway pedestrian flow.

The plan (and any updates to the plan), shall be implemented and adhered to at all times by the applicant following the issue of the occupation certificate.

### *Reason for condition*

To ensure the coach passenger pick-up and drop-off and outer-CBD coach layover parking facilities are appropriately managed to support the demand of the development.

#### **Point to Point Transport Management Plan**

The applicant shall prepare a Point to Point Transport Management Plan in consultation with City of Parramatta Council and TfNSW and submit a copy of the final plan to TfNSW for the endorsement, prior to the issue of the occupation certificate. The plan shall consider concurrent events within the development and patrons using taxi, kiss and ride, rideshare services and minibus to access and depart the development. The plan shall detail the outcomes of investigations of opportunities to provide passenger pick-up and drop-off facilities for point to point transport services for the development. The plan should specify, but not be limited to, the following:

- Details of the development's point to point transport profile, including the forecast point to point transport vehicle volumes by vehicle size, frequency, time of day and duration of stay;
- Details of point to point transport passenger pick-up/drop-off facilities that would support the demand of the development;
- Details of how use of the point to point transport passenger pick-up/drop-off facilities would be managed so as to minimise impact to general traffic, bus operations, cyclists and pedestrians;

- Management of vehicle queuing at point to point transport passenger pick-up/drop-off facilities, including details of alternate point to point transport passenger pick-up/drop-off facilities locations to redirect vehicles due to extensive queuing and how this would be managed; and
- Measures to manage passengers queuing to board point to point transport services to minimise impacts to footway pedestrian flow.

The plan (and any updates to the plan), shall be implemented and adhered to at all times by the applicant following the issue of the occupation certificate.

*Reason for condition*

To ensure passenger pick-up and drop-off facilities for point to point transport services are appropriately managed to support the demand of the development.

**Green Travel Plan**

The applicant shall prepare a comprehensive Green Travel Plan for the development in consultation with TfNSW. The applicant shall submit a copy of the final plan to TfNSW for endorsement, prior to the issue of the occupation certificate. The plan is required to:

- Identify strategies and mechanisms, including mode share targets that encourage and promote sustainable transport use such as public transport, walking and cycling and reduce the proportion of single-occupant car journeys to the site, considering all employees and visitors to the development, including school groups.
- Include a Transport Access Guide that provides information to visitors and staff about the range of travel modes access arrangements and supporting facilities that service the site; and
- Nominate the party/parties responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

The plan (and any updates to the plan), shall be implemented and adhered to at all times by the applicant following the issue of the occupation certificate.

*Reason for condition*

To develop a site specific travel demand management plan to help mitigate impacts on the transport network.

**Loading and Servicing Management Plan**

The applicant shall prepare a Loading and Servicing Management Plan in consultation with TfNSW. A copy of the final plan is to be submitted to TfNSW for endorsement, prior to the issue of the occupation certificate. The plan should specify, but not be limited to, the following:

- Details of the development's freight and servicing profile, including the forecast loading/service vehicle traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of loading/servicing vehicle bays within the site that would be used to adequately accommodate the forecast loading/servicing vehicle traffic volumes of the development (including long dwell time loading/service vehicles) so as to not rely on the kerbside restrictions to conduct the development's business;
- Details of any alternative arrangements to accommodate the development's freight and servicing profile, including implementation of supply chain consolidation and/or off-site consolidation;
- Management of queuing along Wilde Avenue and Phillip Street (and Dirrabarri Lane) as a result of the operation of the loading docks;
- Details of how vehicle use of the Wilde Avenue access point would be managed so as to not compromise the effective operation of bus services;

- Details of alternate car parking locations and loading zones to redirect vehicles due to extensive queuing at the accesses to site and how this would be managed;
- Management of incidents at the accesses to the loading docks and within Dirrabarri Lane;
- Management of conflicts between loading/servicing vehicles accessing and exiting the site and:
  - Pedestrian movements within Dirrabarri Lane and along Phillip Street and Wilde Avenue; and
  - Other vehicles within Dirrabarri Lane; and
- Loading bay management details including controls of duration of vehicle stay.

The plan (and any updates to the plan), shall be implemented and adhered to at all times by the applicant following the issue of the occupation certificate.

*Reason for condition*

To ensure the loading and servicing facilities are appropriately managed to support the demand of the development.

During Operation

**Wilde Avenue Vehicle Access**

Vehicle use of the Wilde Avenue vehicle access point is prohibited between 7am to 10am and between 3pm and 8pm weekdays so as to minimise compromising the effective operation of bus services on Wilde Avenue.

*Reason for condition*

Wilde Avenue is key bus corridor with provision of a dedicated bus lane and that a high number of bus services operate on Wilde Avenue across the weekday.

**Bicycle Facilities**

The applicant shall monitor the demand for visitor bicycle parking for the development on an ongoing basis and provide additional capacity should it be warranted by demand. The provision of bicycle facilities for visitors and staff of the development should align with the mode share targets within the Green Travel Plan.

*Reason for condition*

To ensure the adequate capacity is provided to support the mode share targets.