

Mr. David Gibson  
Team Leader  
Social Infrastructure Assessments  
Department of Planning & Environment  
GPO Box 39  
Sydney NSW 2001

**Attention: Megan Fu**

Dear Mr. Gibson,

**Western Sydney University – Innovation Hub, 2-6 Hassall Street, Parramatta (SSD 9670)  
Notice of Exhibition**

Thank you for your letter dated 20 May 2019 inviting Transport for NSW (TfNSW) comment on the State Significant Development (SSD) application for the proposed Western Sydney University Innovation Hub within the Parramatta CBD.

Roads and Maritime Services (Roads and Maritime) will provide a separate response.

The relevant documents within the Environmental Impact Statement have been reviewed and comments are provided in **Attachment A**.

Suggested conditions have been provided in **Attachment B**. However, further conditions may be suggested following a review of the Applicant's response to public submissions.

If you require any further information regarding this matter, please do not hesitate to contact Ken Ho, Transport Planner, via email at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely



21/6/2019

Mark Ozinga  
**Principal Manager, Land Use Planning & Development  
Customer Strategy & Technology**

Objective reference: CD19/04105

## **Attachment A: Comments on Western Sydney Innovation Hub**

### **Pedestrian impact assessment**

#### Comment

The transport assessment considers pedestrian impacts from the proposed development and undertakes modelling based on an expected 1,610 students and 426 staff after 4 years post-opening. The proposal was estimated to generate (for the combined tertiary & commercial uses):

- 899 morning peak hour person-based trips
- 566 evening peak hour person-based trips

The analysis includes survey data of pedestrians travelling from the Parramatta interchange to the site and applies Fruin principles to determine a Level of Service (LOS) C for queuing at the pedestrian area at the Station Street / Hassall Street intersection.

An assessment of the adequacy of other pedestrian facilities, including footpath widths along the desire line to/from the Parramatta interchange, has not been undertaken. A potentially constrained location would be the section of footpath along the western side of Station Street, adjacent to the station car park.

#### Recommendation

TfNSW requests that the Applicant undertake further assessment of the adequacy of pedestrian facilities including:

- Fruin analysis of walkways and any pedestrian pinch points along desire lines to public transport nodes.
- Measures to improve any constraints or pedestrian safety concerns.

The analysis should have regard to the potential bunching of pedestrians due to nearby signalised pedestrian crossings and interaction of passengers alighting from public transport and the nearby railway station and interchange.

### **Freight & Servicing**

#### Comment

The proposal includes two Small Rigid Vehicle (SRV) bays to service the building and the traffic assessment notes that this is based on the provision of two SRV spaces for the existing WSU building at 1 Parramatta Square (1PSQ). Two SRV spaces are potentially insufficient for a building of 30,440m<sup>2</sup> GFA whereby more than 13,000m<sup>2</sup> is dedicated to retail/commercial uses.

Comparisons with the facility at 1PSQ could underestimate the loading facility demands for the subject site as the 1PSQ facility will be part of a precinct facility for the whole of Parramatta Square and not as a standalone facility.

#### Recommendation

It is recommended that the Applicant provides an assessment of the projected freight and servicing movements (number and type by day) and a draft management plan to better understand the requirements for freight and how these movements would be managed.

## **Attachment B: Suggested conditions of consent**

Note: Further conditions could be recommended following the Applicant's Response to Submissions.

### **Travel Demand Management**

#### Suggested condition:

The Applicant must prepare a Travel Plan in consultation with the Sydney Coordination Office (SCO) at Transport for NSW and submitted to the Secretary for approval prior to the issuing of any Occupation Certificate. The Travel Plan is required to:

- identify strategies and mode share targets that encourage the use of public and active transport and reduce the proportion of single-occupant car journeys to the site;
- include a Transport Access Guide that provides information to students/employees/visitors about the range of travel modes, access arrangements and supporting facilities that service the site;
- identify relevant workplace policies such as flexible working and teleworking arrangements that enable travel outside peak periods or which reduce the need for work related travel (where applicable); and
- nominate the party/parties responsible for implementing the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

A final/revised Travel Plan is to be prepared for the Secretary's approval within 18 months of occupation. The final Travel Plan should include consideration of journey to work patterns and behaviours identified by a staff/students/visitor travel survey taken during the first 12 months of opening of the institution.

#### Reason:

To ensure sustainable transport outcomes and achieve the strategic planning objectives of the Future Transport 2056 Strategy.

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

#### Suggested condition:

The Applicant must prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office (SCO) within TfNSW. The CPTMP should be endorsed by the SCO prior to any construction activity on the site and take into account the potential impacts of the proposed development on the Parramatta Light Rail (PLR) project and rail replacement services.

The CPTMP must address the following matters:

- Traffic and public transport customer management in the vicinity of the development.
- Location of all proposed work zones;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number and type of construction vehicle movements including volume, time of day and truck routes.
- Construction program highlighting details of peak construction activities and proposed construction staging;

- 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;
- Cumulative construction impacts of projects in the Parramatta CBD precinct, and the duration of the impacts;
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- All construction vehicles are to enter and exit site in a forward direction. No reversing into site should be allowed for pedestrian safety reasons.
- Construction vehicle movements should be limited during peak periods, AM (7am-9.30am) and PM (4pm-6.30pm) to reduce impacts on any bus operations and traffic flow. These peak periods have the highest level of pedestrian activity in the CBD.
- Include measures to reduce the likelihood of construction workers driving into the CBD to park, placing further demand on kerbside parking and the road network during construction.

Reason:

Appendix A of the Transport Assessment includes the CPTMP submitted for the demolition of the site and notes that staging of works for construction of the proposal is currently unknown. The CPTMP will need to be updated to detail proposed staging of construction works.

Several construction projects within the Parramatta CBD 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 bus operations on Hassall Street, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.