

Key Sites and Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

ATTN: Karl Fetterplace

Dear Madam/ Sir,

**New Request for Advice - Cricket NSW Centre of Excellence
(SSD-10354) (City of Parramatta)**

Thank you for your correspondence via ePlanning Portal (ref: PAE-1202) dated 14 November 2019 requesting Transport for NSW (TfNSW) to provide advice on the Environmental Impact Statement (EIS) supporting a State Significant Development (SSD) application for Cricket NSW Centre of Excellence.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

The EIS and supporting documentation provided in support of the SSD has been reviewed, and TfNSW comments are provided in **ATTACHMENT A**.

Thank you again for the opportunity to provide feedback on the above development application. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



11/12/2019

Mark Ozinga

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

CD19/09236

Appendix P – Traffic Impact Assessment

Active Transport Considerations

Comment

Current NSW policies reinforce the importance of walking and cycling to increase access to local centres and integrating transport with land use as part of the whole customer journey. As the Sydney Olympic Park (SOP), is adjacent to the Cricket NSW Centre of Excellence, the principle in the SOP Master Plan (3.7.4), of providing an enhanced bicycle network, including new routes; improved connections to existing routes; and better end of trip facilities for cyclists, including commuter bicycle parking should be adopted.

Recommendation

It is requested that the applicant be conditioned to provide bicycle parking and end of trip facilities for staff and visitors in line with those outlined in the Cycling Aspects to Austroads Guidelines Appendix I including:

- Locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Travel Plan

Comment

The recommendations below are provided to encourage the use of sustainable transport to the site and discourage the use of single vehicle trips to the site, in order to manage demand on the transport network more effectively.

Recommendation

Prior to the issue of the first Occupation Certificate, the applicant shall prepare a Travel Plan in consultation with TfNSW, for the proposed development which must be approved by TfNSW. The Travel Plan should:

- Support staff and visitors to prioritise access the site by public and active transport and minimise the proportion of single-occupant car journeys to the site;
- Include a Travel Access Guide – The Travel Access Guide needs to specify matters including, but not limited to, the following:
 - Suitable nearby drop-off/pick-up locations;
 - Identify areas where drop-off/pick-up is prohibited and instruct staff and visitors to avoid use of these areas;
 - Suitable nearby Taxi Zones;
 - Public Transport options in the vicinity of the site;
 - Pedestrian access to the site;
 - Bicycle Parking and cycleway networks to the site;
 - Access to the site for vehicles including parking arrangements; and
 - Servicing and loading arrangements.
- Establish mode share targets for staff and visitors for occupation and outline robust actions to achieve these targets;

ATTACHMENT A

- Appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan;
- Nominate the party/parties responsible for implementing the actions in the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets; and
- Include an annual monitoring, reporting and review process, supported by a Travel Survey to determine if mode share targets and other actions of the Travel Plan are being achieved.

The applicant shall submit a copy of the final Travel Plan including Travel Access Guide to the Coordinator General, Transport Coordination within TfNSW for endorsement; and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work.

SIDRA Modelling

Comments

- Intersection Layout and Geometry
 - The intersection layout in all models was reasonably coded. However, the grade and lane width in lane geometry data should be updated to reflect existing conditions.
- Pedestrians
 - Default pedestrian demands (50peds) were used for all movements and scenarios for all peak periods which may not be sufficient for development scenarios as high pedestrian activity may be expected during the event scenario.
- Volume
 - The report presented three separate time periods for intersection performance analysis, being the AM, PM and weekend. However, for the Saturday period, it is not clear which period hour has been selected as the survey hour was between 11am to 11pm.
 - It is recommended that the peak hour traffic volume table or alternative graph produced so the peak hour traffic could be clearly identified.
- Vehicle Movement Data
 - Approach and Exit Cruise speed needs to be reviewed in all models to reflect existing conditions. For example, Silverwater road speed limit is 70km/h but 60km/h has been used as the exit cruise speed.
- Signal Phasing and Timing
 - Regarding SCATS (TCS3399), maximum cycle time in AM, PM and weekend peaks are set at 130seconds. However, it was set at 150seconds (AM and PM) and 140seconds (Sat). The models should reflect existing SCATS timing. Late starts of turning movements associated with filter right turn should be applied. Including late starts more accurately models the amount of green time available for traffic which impacts on the calculation of queue lengths. It is recommended that this is reviewed and late starts captured in the models where appropriate.
 - Cycle time and late start timing should be reviewed, they may have accumulated effect in results and affect the decision for future intersection upgrade if any.
- Holker Street and Silverwater Road intersection is a major intersection to and from Newington area which should be considered to be included into this study and analysed as a network model in order to analyse the impact of development traffic to the road corridor.

ATTACHMENT A

Recommendation

It is requested the applicant make the above SIDRA modelling changes and provide the electronic files to TfNSW for review and comment. TfNSW would be happy to meet with the applicant to discuss the requested modelling changes.