

23 October 2017

Ms. Jessica Jordon, Senior Development Manager  
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Level 21, Governor Macquarie Tower, 1 Farrer Place  
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Dear Jessica

## **Implications of proposed Parramatta Light Rail on 3 Parramatta Square**

The following comments relate to the proposal for the Parramatta Square Light Rail Stop outlined in the Parramatta Light Rail Stage 1 – Westmead to Carlingford Environmental Impact Statement, August 2017.

### **Proposed Stop Location**

The proposed stop location directly to the north of 3 Parramatta Square presents a number of undesirable urban design and pedestrian outcomes:

- > This section of Macquarie Street is relatively narrow with the light rail and pedestrian zone taking up almost all of the space between the buildings to the north and south, thereby reducing the amount of pedestrian circulation space around the stop
- > Limits the connectivity across Macquarie Street between Parramatta Square and the future Civic Link to the river to the north as it extends into the intended width of the link
- > Completely obstructs the northern façade of 3 Parramatta Square, significantly reducing the legibility of the building's address and diminishing the value of the retail space at ground level
- > It is not clear how the raised platform impacts overland flow paths in this part of the CBD. It should be noted that the design of the Parramatta Square public domain relies on an overland flow path through the area where the stop is proposed

### **Proposed Stop Scale**

The proposed stop is too large, in width and length, for the proposed location.

The scale of the stop effectively separates the west and east sections of Macquarie Street, and does not provide adequate circulation space for pedestrians to move between Parramatta Square and Smith Street, which is an important pedestrian desire line between the heavy rail station and the commercial CBD core to the northeast.

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### Proposed Stop Layout

The proposed stop layout presents a range of detrimental outcomes for the public domain and buildings surrounding the proposed stop:

- > The proposed arrangement with two side platforms (rather than a central platform) reduces the pedestrian pavement width at this key pedestrian interface – a central platform or staggered side platforms, with the platform on the southern side of Macquarie Street moved to the western side of the Civic Link
- > The eastern end of the southern platform is directly adjacent to the access point for the shared basement for the Parramatta Square development. Traffic movements in this location will be considerable, and the movement of pedestrians into and out of the platform in close proximity to the basement access point is dangerous and undesirable

An alternative location for the Light Rail Stop, further west along Macquarie Street adjacent to Centenary Square, may present an opportunity to avoid some of the undesirable urban design and pedestrian outcomes stated above, and should be investigated in further detail in conjunction with advice from TTPA traffic consultants. The scale and layout of the rail stop should also be reviewed as part of this study in order to inform an optimal outcome for the integration of light rail infrastructure within the precinct and the city of Parramatta.

Yours sincerely

Johnson Pilton Walker Pty Ltd



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