

SUBMISSION:
PARRAMATTA LIGHT RAIL
IN REFERENCE TO 32 TRAMWAY AVENUE, PARRAMATTA

INTRODUCTION

Resico 3 Pty Ltd is the owner of the property located at 32 Tramway Avenue, Parramatta, 2150 (Lot 102 / DP840898).

We have prepared this submission in relation to the impact the Parramatta Light Rail (PLR) will have on the site, and to outline matters that should be taken into consideration.

HISTORY OF THE SITE

The subject site is currently a vacant irregular land parcel of approximately 2,300m² with a 55m frontage to Tramway Avenue.

The Parramatta Light Rail Line (PLR) is proposed to run along Tramway Avenue, immediately to the north of the site within the existing road dedication. The PLR will provide a connection to Camellia station via an overpass to James Ruse Drive and then follow the existing heavy rail line (to be replaced with light rail) to Carlingford. The PLR will maintain a minimum area of 7m for vehicle and pedestrian access to 32 Tramway Avenue.

Surrounding development consists of a mix of hotel, club and residential development. The site at 125-129 Arthur Street, less than 30m to the southeast of the site, is currently under construction for a 7-storey residential flat building, along with the 10-storey Mercure Hotel to its south. Resico 3 Pty Ltd have prepared a proposal for a 7-storey development with 2 basement parking levels. This is in line with PLR's anticipated vision for the site, as outlined in their EIS.

POTENTIAL ISSUES WITH LIGHT RAIL

The key issues regarding the PLR and its impact on the site at 32 Tramway Avenue can be summarised into the following categories as per below:

Noise

It is confirmed that the PLR will create additional acoustic impacts to the adjoining properties, particularly those fronting the line and next to rail bridges. We would like it to be noted that we wish the burden of responsibility should not be passed on to future developments to make sure that they alleviate noise impacts, but rather that PLR minimise issues with acoustic walls and treatments.

Visual

As shown in the figures below from the EIS, it is anticipated that there will be some overshadowing impacts on the property due to the grade separation bridge on James Ruse Drive. This will create a significant amenity issue with the lower levels of the proposed development facing the bridge, however additional detail on the separation and design of the bridge is required.

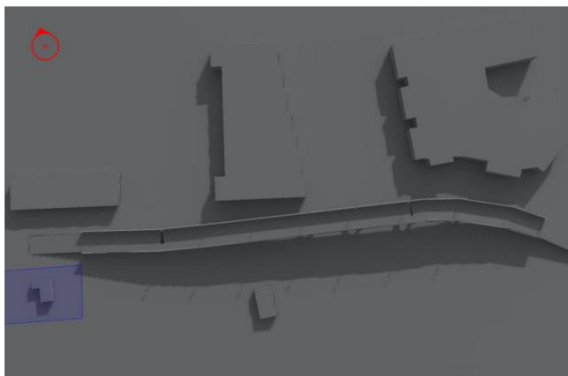


Figure 14.15 Overshadowing of 137 Arthur Street during the Winter Solstice (June 21st at 9:00 AM)



Note: Indicative design shown. Subject to detailed design.

Figure 5.30 James Ruse Drive Bridge cross-section (Indicative)

As per the EIS, it is noted that

*'The Parramatta Light Rail will form the core transport spine for the GPOP priority growth area and will be an important catalyst for urban renewal and land use changes. The project would support development opportunities by providing a safe, reliable turn-up-and-go public transport service, facilitate an increase in the allowable size and extent of development in the area (in accordance with strategic planning for the growth area), **allow further densification and promote urban renewal.***

'The bridge would consist of around eight spans with a total length of about 240 metres and a maximum bridge height of around 10.5 metres (including anti-throw screens) above the existing surface level of James Ruse Drive'.

The proposed development will be impacted by the large bridge structure to its north, which may present ADG compliance issues (further design documents required). While it is not up to the PLR to implement planning regulations, an appropriate solution to the visual and acoustic impacts created by the proposal is to facilitate the increased density of properties along the PLR.

Flooding

The site is adversely impacted by flooding, and we are concerned about the additional impact that the construction of the PLR bridge will have on the development potential of the site in terms of flooding.

Site access

As outlined in the EIS;

The design of the bridge would ensure that access is maintained to a vacant block of land at 32 Tramway Avenue, Parramatta. This would prevent the vacant lot from being sterilised and landlocked to allow for future development subject to meeting specified land use requirements.

However, further clarification and detailed design is required, as although access may be maintained, it could be argued that it may be severely compromised and prevent larger vehicles (refuse collecting) from being able to adequately service the site.

Site access during construction

Further clarification is sought as to the access to the site during construction of the PLR. While it is noted that access is intended to be maintained, the proposed development timeline is similar to that of the PLR and it is anticipated that there will be clashes in land use. This will create severe difficulties during construction, which could lead to severe cost escalations or periods of no/limited access to the site.

Integration of light rail with proposed development

It is noted that the bridge will have to construct over Clay Cliff Creek, a Sydney water easement. The proposal multi-unit development outlines a similar construction profile over the easement and support this concept and integration of the creek. More detailed designs on the proposed bridge is required to assist in site planning and the development outcome.

Should you wish to discuss any of the above matters, please do not hesitate to contact me on (02) 9647 1972 or by email at ben@resico.com.au. We look forward to receiving consideration of these matters.