



6 May 2021

Mr Jim Betts  
Planning Secretary  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Attention: Ingrid Berzins

Dear Mr Betts,

**EXHIBITION OF EIS (SSD10349252)  
STAGE 2 PAEDIATRIC ACUTE SERVICES BUILDING  
THE CHILDREN'S HOSPITAL, WESTMEAD**

Thank you for referring Environmental Impact Statement (EIS) regarding the abovementioned application to Transport for NSW (TfNSW) for comment. TfNSW has reviewed the EIS and the associated Transport Impact Assessment (TIA) and provides advisory comments in **TAB A** for the Department's consideration.

If you have any further inquiries in relation to this development application please contact Vic Naidu, Land Use Planner via [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

**Brendan Pegg**  
**Senior Land Use Planner**  
**Planning and Programs, Greater Sydney Division**

**TAB A****Pick-up / drop-off activities on Hawkesbury Road**Comment

Page 8 of the Transport Impact Assessment states that “a minor increase in set-down and pick-up activity is expected to occur along Hawkesbury Road. Based on CHW’s forecast growth, the existing drop-off activity could increase by 25 per cent” TfNSW advises that currently Hawkesbury is designated a classified road at this location currently and will be a transitway in the future, due to the build of Parramatta Light Rail (PLR).

TfNSW is concerned that any increase in pick-up / drop-off activities might impact bus and light rail operations along Hawkesbury Road.

Recommendation

TfNSW recommends that the proponent undertake a vehicle queuing assessment to ensure that the increase can be accommodated on Hawkesbury Road without impacting the operation of the current and future (PLR end state) transport network.

**Green Travel Plan (GTP)**Comment

TfNSW has been working with the proponent in regards to a precinct-wide GTP in association with SSD-7642. There has been recognition between both parties of the importance to collectively address the transport challenges in the precinct and the need to encourage the use of public and active transport, particularly among staff employed in the precinct.

Recommendation

TfNSW recommends that the proponent should be conditioned to update the existing GTP (as required under SSD-7642), to account for the travel demand generated by this development and to continue to address the transport challenges in the precinct and encourage the use of future users to utilise public and active transport. The updated GTP should:

- Be developed in consultation with TfNSW and endorsed prior to the issuing of an occupation certificate for this development;
- Agree with TfNSW regarding the future mode share targets of the GTP;
- Include a commitment of funding, a delivery strategy (including agreed timeframes) and appropriate human resourcing for the GTP actions from the proponent; and
- Consider the Travel Plan Toolkit for Hospital Precincts at <https://www.mysydney.nsw.gov.au/travelchoices/tdm> in the development of the Green Travel Plan.

**Transport for NSW**

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta NSW 2150

P (02) 8265 6962 | W [transport.nsw.gov.au](https://transport.nsw.gov.au) | ABN 18 804 239 602

## Construction Pedestrian and Traffic Management Plan (CPTMP)

### Comment

Several construction projects, including the PLR Project and Sydney Metro West Project are likely to overlap at the same time as the development. The cumulative increase in construction vehicle movements from these projects could further have the potential to impact on general traffic and bus operations within the precinct as well as the safety of pedestrians and cyclists.

### Recommendation

TfNSW recommends that the proponent is conditioned to prepare CPTMP prior to the issue of any construction certificate in consultation TfNSW. The CPTMP needs to ensure that the construction of the development does not in any way adversely impact the following phases of the Parramatta Light Rail Project:

- Construction;
- Testing;
- Commissioning; and
- Regular service operation.

The CPTMP shall include (but not limited) the following:

- A description of the development;
- Location of any proposed work zone(s), noting that Hawkesbury Road is not a suitable location;
- 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 precinct;
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and PLR and Sydney Metro West builders;
- 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 PLR 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 the Transport Management Centre within 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.

The applicant shall update the CPTMP to reflect the different phases of the PLR Project when required by TfNSW. The applicant shall submit a copy of the final updated plan to TfNSW for endorsement within two weeks of being notified by TfNSW to update the plan. Please send information to [development.sco@transport.nsw.gov.au](mailto:development.sco@transport.nsw.gov.au).