



27 April 2020

Ms. Karen Harragon
Director, Social and Other Infrastructure Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Prity Cleary

Dear Ms. Harragon,

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
WESTMEAD CATHOLIC COMMUNITY EDUCATION CAMPUS REDEVELOPMENT
2 DARCY ROAD, WESTMEAD**

Thank you for referring the above application to Transport for NSW (TfNSW) for comment. TfNSW has reviewed the Environmental Impact Statement (EIS) and the associated Transport Impact Assessment (TIA) and Green Travel Plan (GTP) and provides the Department with the following advisory comments:

Traffic Impact Assessment (TIA)

- Major construction to deliver the Parramatta Light Rail (PLR) project has begun in 2020 with the network expected to commence services in 2023. The proponent can find additional information on the PLR project at <http://www.parramattalightrail.nsw.gov.au>.
- It is unclear if the proposed multi-storey car park (which is subject to a separate Early Works DA to be submitted to City of Parramatta Council, as noted in section 1.2.1 of the Environmental Impact Statement) is included in the traffic modelling outputs presented in section 7 of the TIA. Clarification should be provided in regards to the modelling results which should demonstrate the entire impact of the proposed development, which includes the function of the multi-storey car park.
- Table 2.2 of the TIA does not reflect changes to bus services in the area, this information should be updated.
- Section 6.3.2 of the TIA states that “...peak demand, as well as weekend and weekday services, would be sufficiently accommodated off-street by the approximate 472 car parking spaces to be located on-site”.

As the adequacy of on-site parking provision would depend on the proposed multi-storey car park which is subject to a separate approval, the Response to Submissions should give elaboration on how the parking demand could be managed within the context of the SSD proposal should the proposed multi-storey car park not be available.

- Information has not been provided on how/if school access points and school zones will be impacted as part of the new proposal and how drop off/students will be managed moving forward.

- Details of daily service vehicle movements have not been demonstrated. Details of the number of anticipated daily service vehicle movements associated with the operation of the new school and the Parish Church, i.e. tuck-shop, grounds keeping, waste removal and other deliveries should be provided.
- Details of how coaches to be deployed servicing the proposed development have not been demonstrated. Details of how coaches will be catered for and managed onsite, including access, pick up / drop off and layover should be provided.
- Section 8 and other relevant sections do not take into consideration of the impact of Sydney Metro West. A new Metro station will be located at Westmead and bus services to the precinct will be improved. Consideration should be accounted for in the GTP in regards to the potential assistance to mode shift in relation to the future improvement to bus connections from areas south of the Western Line into Westmead.

Green Travel Plan

- The proposed development would result in a significant increase in student enrolments and staff. The Green Travel Plan (GTP) should be further developed with information and more robust actions, including:
 - Specific mode share targets that support sustainable transport outcomes. Greater emphasis is required to reduce private vehicle trips (currently journey to school (by private vehicle) trips are significantly higher than the state average. The current GTP seeks for a mode shift of 10% towards public transport. Initiatives should be further developed to support higher targets towards walking, cycling and public transport;
 - Analysis of the locations which staff travel from should be carried out to inform higher mode share targets and strategies for staff;
 - Provide details of measures to encourage sustainable transport choices amongst parents, students and staff for example information on walking routes, cycling routes as well and information packs for parents and students;
 - Consider wayfinding measures such as local street signage to identify direction and distance to school and consider establishing parent or teacher-led walking groups;
 - Details of students who are eligible for STSS and those who are within walking/ cycling distance/ catchment, and promote the use of STSS and School Term Travel Pass;
 - Provide sufficient end of trip facilities and storage facilities (for large items and to reduce daily trips with these items) for students to encourage active travel to school;
 - Consider bike share schemes for students;
 - Include a behaviour change program to encourage greater sustainable transport choices that target specific student groups e.g. encourage early sustainable behaviours through Bike Education in primary years-and targeted programs for high school students;
 - Details of the appointed travel co-ordinator and the stages in which the GTP will be implemented;
 - Determine how annual travel surveys will be conducted and identify the evaluation process-including how mitigations, and any changes be implemented;
 - Information on school operation hours including before and after school care as well as extra circular activities and the implications for spread of the demand throughout these operational hours;
 - Information on special event trips for school activities such as school carnivals, swim school, excursions etc.;
 - Greater detail in the TAG including examples of material to be provided, relevance to target different age groups and how they will be distributed;
 - A Communications plan detailing how the GTP will be communicated to the school community; and
 - A statement of support from the Principal to encourage sustainable transport outcomes identified in the GTP.
- The applicant should further consult with the TfNSW to identify future service planning for the site. A condition should be imposed to requesting the applicant to liaise with Sydney Coordination Office within TfNSW regarding the GTP prior to the commencement of school operations.

TfNSW provides the Department, in **TAB A**, with suggested conditions of consent to include in any determination of the application.

The Department should also be advised that the proponent will need to obtain Section 87 of the *Roads Act 1993* approval and concurrence under Section 138 of the *Roads Act 1993* for the proposed works on Darcy Road. TfNSW advises that the proponent should address the above comments before seeking TfNSW approval and concurrence under the *Roads Act*.

If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer, on 0409 541 879 or by email at: development.sydney@rms.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Pegg'.

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

TAB A - Recommended Conditions of Consent

Green Travel Plan

Prior to the issue of an Occupation Certificate, the applicant should prepare a comprehensive Travel Plan (or amend and expand the existing framework Green Travel Plan) in consultation with TfNSW.

Reason for condition

Preliminary travel demand management measures have been identified in the Green Travel Plan framework that was submitted as part of the environmental assessment report. These measures are required to be further developed in details in support of managing the travel demand of the project and should be documented in a comprehensive Travel Plan for implementation.

Construction Pedestrian and Traffic Management Plan

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a final Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - 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 Westmead Precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder;
 - 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 Parramatta Light Rail 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 Sydney Coordination Office within 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 and Sydney Coordination Office within Transport for NSW 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.

Reason for condition

The construction activities of the proposed development could conflict with the Parramatta Light Rail project construction activities.