



Transport
for NSW

Our Reference: SYD19/01450/09
DPIE Reference: SSD-10383

23 August 2021

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

Attention: Aditi Coomar

Dear Ms Harragon,

**WESTMEAD CATHOLIC COMMUNITY EDUCATION CAMPUS REDEVELOPMENT
2 DARCY ROAD, WESTMEAD**

Thank you for requesting Transport for NSW (TfNSW) to review a supplementary Response to Submissions (RtS) and amendment report for SSD-10383 'Westmead Catholic Community Education Campus'.

TfNSW has reviewed the submitted documentation and provides the Department suggested conditions of consent in **TAB A**.

If you have any further inquiries in relation to the above, please contact Brett Morrison, Development Assessment Officer via email at: development.sydney@transport.nsw.gov.au.

Yours sincerely,

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

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

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 | ABN 18 804 239 602

TAB A – Suggested Conditions of Consent

Comment:

The Transport and Accessibility Impact Assessment (TAIA) provided by The Transport Planning Partnership (TPPP) gives an assessment of the traffic and accessibility impacts associated with the Westmead Catholic Community Education Campus in accordance with the Secretary's Environmental Assessment Requirements (SEARS), and outlines the mitigation measures for managing and minimising potential impacts generated by the project in the future years of the project.

The proposal will be staged such that infrastructure upgrades would be provided over the course of the student population growth plan. On this basis, the traffic and parking analysis has been carried out for two future benchmark years namely:

- 2023 – Opening year for the proposed development.
- 2033 – Stabilisation year where growth of the primary school student population and Catholic Early Learning Centre (CELC) would be complete.

For the opening year 2023 for the proposed development, TfNSW have identified two locations required to be upgraded to ameliorate the traffic generated by the development prior to issuing of a completion certificate.

Recommendation:

TfNSW recommends that the following intersections are upgraded prior to the issuing of the completion certificate and the following as a suggested condition of consent:

- The developer shall upgrade the Darcy Road (western side) and Mother Teresa intersection.

The intersection is to operate with a separate left-turn slip lane and right-turn lanes to reduce the walking distance for pedestrians crossing the side road access. The developer will need to obtain section 87 of the *Roads Act 1993* approval and section 138 of the *Roads Act 1993* for the associated works from TfNSW.

- The developer shall upgrade the Darcy Road (eastern side) / Catherine McAuley Drive / Westmead Hospital intersection.

A dedicated 25 metre left-turn lane on the south approach of the intersection (site exit approach) with an adjacent through and right-turn lane is to be provided. The developer will need to obtain section 87 of the *Roads Act 1993* approval and section 138 of the *Roads Act 1993* concurrence for the associated works from TfNSW.

Comment:

TfNSW notes that the TTPA and the Department's independent reports modelling indicate that the intersection of Darcy Road / Bridge Road / Coles Carpark operates satisfactory in 2023 (based on assumed background growth), however would operate unsatisfactory in 2033.

Whilst the delivery of significant public transport infrastructure in the Westmead precinct (Sydney Metro and Light Rail) is reasonably expected to encourage the uptake of public transport and reducing potential vehicle trips, it cannot be assumed that the intersection of Darcy Road / Bridge Road / Coles Carpark will operate satisfactory in 2033.

TfNSW recommends that should the modelling assumptions be correct and the development's traffic generation would have an unsatisfactory impact on Darcy Road / Bridge Road / Coles Carpark intersection, then this would require some mitigation works.

Recommendation:

TfNSW recommends that the Applicant is conditioned to the following to ensure that it addresses any future deterioration of the Darcy Road / Bridge Road / Coles Carpark intersection:

- The Applicant is to develop an appropriate level of modelling as part of a Traffic Management Report (TMR) to advise and demonstrate to TfNSW, the Department, and Council that the traffic generations from development as future student numbers rise will not cause unsatisfactory performance of Darcy Road / Bridge Road / Coles Carpark intersection.

The model must be calibrated and validated to enable a critical assessment of the traffic impacts if the intersection. When validating the model, the Applicant must demonstrate that the model meets the requirements of TfNSW Traffic Modelling Guidelines. The Applicant must submit details to TfNSW for acceptance, of the baseline conditions and will be judged to be

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 | ABN 18 804 239 602

satisfactorily validated for the various school time periods of the day, in accordance with the procedures set out in the models' reference publication.

The TMR must provide monitoring of the Darcy Road / Bridge Road / Coles Carpark intersection at the first issue of the completion certificate and at 12 month intervals prior to any increase in the College's activities till 2033.

The TMR is to be reviewed and approved in consultation with the Department, TfNSW, and Council.

Where the analysis findings show that the development has contributed to a decrease in Level of Service (LoS) at Darcy Road / Bridge Road / Coles Carpark intersection the Applicant must develop and implement traffic management strategies to minimise and mitigate traffic impacts and to optimise the road safety in accordance with TfNSW, Austroads guidelines and Australian Standards at full cost to the Applicant.

Comment:

It is requested that the Applicant be conditioned to prepare a Car Parking and High School Student Pick-up/Drop-off Management Plan be prepared in the event that the proposed new multi-level car park and high school student pick-up/drop-off facility is not provided.

Recommendation:

Prior to the issue of an completion certificate, the Applicant shall prepare a School Coach and Bus Parking Management Plan to ensure that school coaches and school buses can adequately be accommodated within school coach/bus parking facilities on-site without having an impact to the operation of the surrounding transport network.

The plan shall be prepared in consultation with TfNSW and submitted to development.sco@transport.nsw.gov.au for review and endorsement.

Comment:

To encourage and support future users of the development to utilise active and public transport, TfNSW recommends that the Applicant develop a comprehensive Green Travel Plan (GTP) in consultation with TfNSW.

Recommendation:

Prior to the issue of a completion certificate, the Applicant should prepare a comprehensive GTP for the Westmead Catholic Community Education Campus in consultation with TfNSW. The plan is required to:

- Identify strategies and mode share targets that encourage sustainable transport use such as public transport, walking and cycling and reduce the proportion of single occupant car journeys to the site for staff and students;
- Include a Transport Access Guide that provides information to staff and students about the range of travel modes access arrangements and supporting facilities that service the site; and
- Nominate the party/parties responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

The plan shall be prepared in consultation with TfNSW and submitted to development.sco@transport.nsw.gov.au for review and approval.

Comment:

To mitigate any construction impacts to the surrounding classified road network and multiple active development sites, including the State Significant Infrastructure (SSI) projects of Sydney Metro and Parramatta Light Rail, TfNSW recommends that the Applicant is conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP).

Recommendation:

TfNSW recommends that the Applicant is conditioned to:

- Prepare an updated Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP shall ensure that the construction of the development does not adversely impact the following phases of the Parramatta Light Rail Project:
 - Construction;
 - Testing;
 - Commissioning; and

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 | ABN 18 804 239 602

- Regular service operation.
- The CPTMP should 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 CBD;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and TfNSW, Parramatta Light Rail, Contractor(s) and Operator.
 - 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;
 - 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; and
 - Provide the builder's direct contact number to TfNSW and small businesses adjoining or impacted by the construction work to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.
 - Submit a copy of the final plan to TfNSW for endorsement via development.sco@transport.nsw.gov.au;
- The Applicant shall update the CPTMP to reflect the different phases of the Parramatta Light Rail 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.

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 | ABN 18 804 239 602