

Marcus Jennejohn
Senior Planning Officer
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr. Jennejohn,

SSD-10416 Powerhouse Parramatta

Thank you for your correspondence via Major Project portal (ref: PAE-3583) on 9 June 2020, requesting Transport for NSW (TfNSW) to review the subject proposal.

The Environmental Impact Assessment (EIS) and supporting documentation have been reviewed. The following key matters have been identified requiring further consideration prior to finalizing the proposal:

- **Servicing Access on Wilde Avenue:**
Wilde Avenue is a key bus corridor with a dedicated bus lane. The proposed vehicular access on Wilde Avenue to facilitate the scheduled servicing of Presentation Space 1 with vehicles up to 19m in length would potentially compromise the effective operation of bus services.
- **Proposed kerbside allocation for various uses:**
The current proposal involves a suggestion that relies on the use of kerbside space to facilitate different types of transport demands generated by the development. It should be advised that generally the use of the kerbside cannot be guaranteed due to competition with other users. Any kerbside restrictions are prioritized to suit the wider community needs and generally subject to local council approval.

The above matters, in conjunction with other advisory comments, are outlined in **TAB A** (attached). It is envisaged the comments will be addressed by the applicant through its Response to Submissions (RtS) and TfNSW will recommend conditions of consent, if necessary, upon reviewing the RtS.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



6/7/2020

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy & Technology

CD20/04940

General comment on shared use of transport facilities and arrangement

Comment

The proposal includes the shared use of kerbside space (both existing and proposed) to facilitate various transport demands (i.e. coach, servicing, general pick-up/drop-off) of the proposed development. Any offsite or on-street transport facilities might be subject to changes and approval (i.e. Council and Local Traffic Committee).

Recommendation

The proposal, where possible, should take into consideration optimising its on-site transport provisions to support its forecasted demand giving effect to avoid adding circulating traffic to the surrounding traffic network in searching for kerbside spaces should these spaces become unavailable or competitive in use in the CBD environment.

Freight and Servicing Arrangements

Comment

The applicant should be advised that Wilde Avenue is a key bus corridor with provision of a dedicated bus lane. The proposed vehicular access on Wilde Avenue to facilitate the scheduled servicing of Presentation Space 1 with vehicles up to 19m in length would potentially compromise the effective operation of bus services.

The proposal indicates the demand of freight and servicing will be accommodated by both loading facilities on-site and on-street (on Philip Street and western side of Dirrabarri Lane), noting the on-street loading zone on Philip Street is proposed to be shared with other transport demands generated by the proposed development through time restriction. It is evident that the proposed development will need to rely on the kerbside restrictions to support its activities while the availability of kerbside space is subject to changes based on transport network requirements to suit wider community needs.

Recommendation

Alternative heavy vehicle access to the site should be investigated to avoid the use of Wilde Avenue.

Details of the proposed development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay should be provided as part of the Response to Submissions. Such information should be considered in analysing the adequacy of the proposed loading and servicing provisions to support the forecasted demand (including long dwell time vehicles). Measures should be developed in relation to managing the movements of freight and service vehicles (i.e. preferably in a forward direction) in the vicinity of the loading docks on Dirrabarri Lane from pedestrian safety perspective.

Coach passenger pick-up/drop-off and layover arrangements

Comment

The current proposal indicates a coach passenger pick-up/drop-off area along the development site's Philip Street frontage between 9.30am and 3.30pm weekdays and the need for coaches to layover on-street away from the site. It is noted the assessment of the forecast mode share of visitors is based on the finding of travel surveys undertaken for the existing Powerhouse Museum at Ultimo and consideration of the current and future transport environment in Parramatta. The mode share for bus/coach is forecasted as a combined 10% of the daily visitation (Figure 21 of Transport Impact Assessment) with further breakdown of the split between bus and coach in Tables 6 and 7 for weekday and weekend respectively. A

TAB A – Detailed Comment on SSD-10416

sensitivity assessment for car trips has been provided with an assumption of the proposed development accommodating up to 10,000 people at any one time, noting the 10% mode share is assumed to be bus trips only.

The nature of the development would likely cater to visitors such as school groups and potentially simultaneous visitation from multiple schools that are likely to be transported in charter buses with some visits that may also involve the use of public transport. It is not evident that the travel survey undertaken for the existing Powerhouse Museum had adequately captured scenarios of school groups or simultaneous visit of groups from multiple schools. It should also be noted that there might be different arrival and departure profiles between the two visitor groups i.e. bus and coach.

Recommendation

The following information should be provided as part of the Response to Submissions:

- Clarification of travel surveys undertaken at the existing Powerhouse Museum on whether the surveys had included school groups and simultaneous visiting groups from multiple schools. If the survey has not accounted for such scenarios, reasonable adjustments should be made to the forecasted demand;
- In addition to the above comment, further elaboration should be provided to justify the adequacy of the proposed provision of coach passenger pick-up/drop-off area taking into consideration of arriving and departing demand of school groups and/or simultaneous visiting groups from multiple schools. If required, provide mitigation measures such as, but not limited to, management plan/strategy for the operation of the proposed coach passenger pick-up/drop-off and layover facilities as to minimize its impact to general traffic, bus operations, cyclists and pedestrians.

Point to Point transport passenger pick-up/drop-off arrangements

Comment

The proposal indicates that point to point transport passenger pick up/drop off associated with the proposed development is to be accommodated in the several ways including the shared use with the coach passenger pick up/drop off area along the Phillip Street frontage of the site outside of 9.30am-3.30pm weekday periods, within on-street taxi zones in the vicinity of the site and designated existing on-street parking spaces on George Khattar Lane for passenger pick-up/drop-off. As the proposal relies on the shared use of future and existing kerbside facilities, the applicant should further review its proposal in consideration of the following matters:

- on-street parking zones in the vicinity of the site are observed to be well used. As people look for alternatives, unauthorised use of the bus lane on the Wilde Avenue frontage of the site may occur and potentially obstruct bus operation; and
- provision of short stay on-street parking zones for point to point transport passenger demands within the CBD is in high demand. The availability of these types of facilities cannot be guaranteed due to competing demands. In addition, kerbside restrictions are set to suit wider community needs and transport network requirements and are subject to change.

Recommendation

The applicant should engage with Council as soon as possible to confirm the feasibility of its proposed changes to the existing kerbside transport provisions. In the event of such changes cannot be implemented, the applicant should provide alternative measures to accommodate the demands.

Active Transport

Comment

The quantum of end of trip facilities proposed to be provided for staff is unclear, noting that the Transport Impact Assessment only indicates the location for the end of trip facilities (lockers, showers and change areas) being provided for staff within the western building. It is also noted that the public domain design does not preclude increases to the number of bicycle parking spaces to address future demand, with the operator of the development to monitor the demand for visitor bicycle parking and, should demand warrant, provide additional capacity.

Recommendation

The proposal should ensure end of trip facilities are sufficient to encourage a high proportion of staff to travel to the site by active transport. The applicant should be advised that TfNSW's preference would be for the demand for bicycle parking facilities for visitors should be assessed and appropriate quantum of visitor bicycle parking facilities should be provided from the commencement of operations.

Travel Plan

Comment

The Transport Impact Assessment identifies the preparation of a site specific travel demand management plan to help mitigate impacts on the transport network.

Recommendation

The applicant should be conditioned to prepare a Travel Plan in consultation with TfNSW and Council prior to the issue of an Occupation Certificate.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Parramatta Light Rail Project, are likely to occur at the same time as this development within the precinct. The cumulative increase in construction vehicle movements from these projects could further have the potential to impact on general traffic and bus and light rail operations in the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

The applicant should be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and submit a copy of the final CPTMP to TfNSW for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Other Issues

Comment

The following issues are identified in the Transport Impact Assessment:

- Section 2.2: Content under this section should make reference to Future Transport 2056 as appropriate.
- Section 3.2.2: Update to state that bus lane on Smith Street and Wilde Avenue were completed in April 2020.
- Figure 12: Update to indicate the location of Parramatta Square Light Rail stop.

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- Section 3.4: Consider including the Active Transport link to be delivered as part of Parramatta Light Rail works between Camelia and Carlingford.
- Section 5.2.4: Update to state that additional trains have been operated at Parramatta Station to service events at Bankwest Stadium.

Recommendation

Provide update to the report in addressing the above matters.

Construction of Parramatta Light Rail

Comment

Major construction to deliver the Parramatta Light Rail (PLR) program has begun in 2020 with the network expected to commence services in 2023. Information on the PLR Project can be found at <http://www.parramattalightrail.nsw.gov.au/>

Recommendation

The applicant shall be advised of the above and take it into consideration in the planning of the project.

Public domain works on the area along the river bank up to Lennox Bridge

Comment

The overall site boundary goes along the river and up to Lennox Bridge. It is advised that Parramatta Light Rail project will have micro tunnel exit in the vicinity of the land that is identified as public domain landscaping works in the Environmental Impact Statement.

Recommendation

As part of the Response of Submissions, details should be provided with regards to the construction program relating to the works on the land of the river bank up to Lennox Bridge.

Utility information

Comment

The Environmental Impact Statement (EIS) notes that the utility information has been gathered from DBYD plans, existing utility survey and discussions with utility authority. The EIS does not consider utilities that have been relocated and/or installed by Parramatta Light Rail.

Recommendation

The applicant is advised to consult with Parramatta Light Rail project on the above matters.