

8 February 2022

TfNSW Reference: SYD19/00599
PP_2019_CUMB_002_00

Suzie Jattan
Planning Panels Secretariat
Locked Bag 5022
Parramatta NSW 2124

Dear Ms Jattan,

RESPONSE TO AMENDED PLANNING PROPOSAL - 1 CRESCENT STREET, HOLROYD

Transport for NSW (TfNSW) appreciates the opportunity to comment on the travel demand measures proposed by Urbis/TTPP (proponent) in their correspondence dated 29 October 2021, including a shuttle bus, for the planning proposal at 1 Crescent Street, Holroyd.

The proponent has proposed five travel demand measures. In providing comment, TfNSW has taken into consideration the effectiveness of the proposed measures in reducing traffic generation and minimising impacts from the planning proposal.

TfNSW's advice also includes a comparative assessment of the proponent's proposal for a shuttle bus and TfNSW's recommendation for a pedestrian bridge across Woodville Road. It also outlines TfNSW's preferred travel demand measures should the planning panel support the planning proposal.

TfNSW reiterates previous advice (Refer to **Tab B** - 17 August 2021 and **Tab C** - 20 September 2021) that the proposed development yield remains above the level recommended by Stantec in a peer review of the traffic modelling undertaken for TfNSW.

The Stantec peer review concluded that a 50% -75% reduction to both the retail and residential development yield originally proposed was required to mitigate potential traffic impacts to the road network from the proposal. TfNSW has already commenced with works to substantially upgrade the key intersections in the immediate vicinity of the site at a cost of over \$30 million (refer **Tab D**) and has concerns the impacts from this proposal would impact the effectiveness of these upgrades. Stantec's peer review concluded that:

- travel delays and travel times across the model network will increase by up to 13% with approximately \$60 million in additional travel times costs per annum;
- travel times along Parramatta Rd (in peak directions) will increase by 3-4 minutes; and
- in the morning peak, eastbound drivers along Crescent Street will experience delays of over 3 minutes (approximately 3 signal cycles).

Transport for NSW

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124
P 131782 | W transport.nsw.gov.au | ABN 18 804 239 602

Following consideration of TfNSW's concerns, the proponent:

- reduced the retail development yield by 66.6% - from 7,500sqm to 2,500sqm GFA (inclusive of 1,500sqm supermarket and 1,000sqm supporting retail);
- reduced the commercial yield by 33.4% from 7,503sqm to 5,000sqm; and
- retained 100% of the original residential yield of 1,255 units (no reduction).

The nett effects of the proponent's yield reduction only reduces traffic generation by 33% in the AM peak and 47% in the PM peak – less than the 50%-75% reduction recommended by Stantec.

Consequently, TfNSW advised additional mitigation requirements to ensure the upgrades to the adjacent regional road network are not adversely diminished. These additional requirements comprised travel demand measures and a pedestrian bridge to improve pedestrian access to public transport, thereby increasing mode shift and reducing vehicle trips, particularly those generated by the residential component which remains at the original dwelling yield of 1,255 dwellings.

In general, TfNSW supports the principle of the travel demand measures proposed by the proponent, with the exception that the proponent has proposed a shuttle bus instead of providing a pedestrian bridge across Woodville Road. The pedestrian bridge remains TfNSW's preferred option. It provides a permanent solution for the local community to access Granville Station compared to the shuttle bus option which would only benefit residents of the proposed development and has risks (i.e. enforcement post occupation of the proposed development) associated with assuring longevity of the service.

TfNSW acknowledges further work is required to develop a proposal for the pedestrian bridge and recommends the proponent be required to undertake and provide development documentation including specific location, design options, indicative costings, etc. This would demonstrate adequate consideration has been given to the pedestrian bridge, *prior* to further consideration of a shuttle bus.

The mechanism to achieve all the proposed mitigation requirements would need to be agreed *prior* to any rezoning being made to assure their delivery. Detailed comments in response to all the proposed travel demand measures are provided at **Tab A** for the Planning Panel's consideration.

We would be happy to meet to discuss our comments with the Panel should this assist. If you have any questions or further enquiries in relation to this matter, Ilyas Karaman would be pleased to take your call on 0447 212 764 or email:

development.sydney@transport.nsw.gov.au

Yours sincerely



Rachel Cumming
Director Land Use
Land Use, Network & Place Planning
Transport for NSW

Appendix – TfNSW Attachments

TAB A: TfNSW's detailed comments on Urbis/TTPP travel demand measures (29 October 2021) for the Planning Proposal at 1 Crescent Street, Holroyd

TAB B: TfNSW Submission dated 17 August 2021

TAB C: TfNSW Submission dated 20 September, 2021

TAB D: TfNSW Upgrades 'Parramatta Congestion Improvement Program'

TAB E: Walking routes shown from the site at 1 Crescent Street, Holroyd to each station, i.e. Granville Station (Figure A) & Harris Park Station (Figure B).

TAB F: Sample Comparison of Train Timetable between Granville Station and Harris Park Station for journey to Central Station during peak time, Monday 13 December and Weekend (Saturday 18th December & Sunday 19th December).

TAB G: Opal card usage for typical Tuesday, February 2020 between Granville Station and Harris Park Station.

TAB H: TfNSW's recommended route for the shuttle bus with an on-site bus stop to Parramatta Station (proposed bus stop located on northern side of Fitzwilliam Street).

TAB A: TfNSW's detailed comments on Urbis/TTPP travel demand measures (29 October 2021) for the Planning Proposal at 1 Crescent Street, Holroyd
Provided February 2022

TfNSW provides the following response to TTPP's proposed travel demand measures for implementation in the planning proposal, should the proposal be supported by the Planning Panel.

Commitment #1 - Reduce and Set Maximum Car Parking Ratios

The proponent seeks to set maximum rates as part of the revised planning controls for the site derived from the guidelines accompanying the Parramatta Road Corridor Transformation Strategy (PRCUTS) with a table shown of residential parking rates.

TfNSW Comment:

The proposed maximum residential parking rates are commensurate with the Travel Demand Management Plan (TDMP) as recommended by TfNSW (17 August 2021). It is noted the maximum parking rates for residential use are shown only under this commitment by the proponent. TfNSW recommends the *maximum* parking rates for commercial and retail use as per the Granville Frame Area (PRCUTS) should be similarly applied for these land uses. It is strongly recommended these be included in the LEP which would provide greater legal weight.

Commitment #2 – Provide Cycle Parking Facilities/E Bikes

Each apartment dwelling be provided with bicycle storage as part of a common area storage area; or that this provision be met for an apartment with a basement storage area on title that is large enough to accommodate a bike and is no smaller than a Class 1 bike locker. Visitor bicycle parking be provided at the rate of 1 space per 10 dwellings.

TfNSW Comment:

The provision of cycle parking facilities were recommended under the TDMP by TfNSW (17 August 2021). These additional facilities proposed for bicycles are acceptable to TfNSW.

Commitment #3 – Car Share

The proponent agrees to the provision of a car share arrangement to be implemented as part of the site development. This would include dedicated car spaces on site for car share operators and a mechanism to support free membership (refer to Green Travel Plan).

TfNSW Comment:

This commitment is unclear as the specific details under the Green Travel Plan "offers provision of membership to a Go Occasional car share, which would have dedicated cars and dedicated parking spaces reasonably close to the proposed development."

The TDMP as recommended by TfNSW (17 August 2021) offers a clear and quantifiable car share target, i.e. 10-15% (the rate as adopted by PRUCTS) to be provided for residents within the proposed development. This approach is recommended over that proposed by the proponent.

Transport for NSW

Commitment #4 – Green Travel Plan

A Green Travel Plan (GTP) can promote and encourage sustainable travel and reducing reliance on the private car. The proponent commits via a DCP requirement to implement a GTP to the consent authority's satisfaction that would set out a range of initiatives

TfNSW Comment:

A Green Travel Plan via a site specific DCP requirement would be acceptable to TfNSW, subject to additional provisions in the site specific DCP to ensure delivery, implementation and monitoring of the GTP.

Commitment #5 – Promoting Public Transport Access via Shuttle Bus

A free Crescent Parklands shuttle bus is proposed to operate between an on-site bus stop and Harris Park Station (and possibly Parramatta Station) during peak times to carry in excess of 40 people per hour to Harris Park.

TfNSW Comment:

The proponent has proposed to provide a shuttle bus option with the aim to further reduce traffic generation from the proposal. TfNSW has reviewed the proponent's shuttle bus commitment and the alternative option for the provision of a pedestrian bridge across Woodville Road, which would provide pedestrian connectivity and safe access for residents from the site to Granville Station. In comparison, the 2 options provide the following:

- Proponent's Shuttle Bus: All weather, operate during peak times in excess of 40 persons per hour from an on-site bus stop to Harris Park (possibly Parramatta Station).
- Pedestrian bridge: Active transport, permanent, safe and long term pedestrian connectivity to Granville Station, benefit broader community, design options for bridge may contribute to heritage/local community themes.

Shuttle Bus

The shuttle bus option as proposed will operate as a free bus between an on-site bus stop and Harris Park Station (and *possibly* Parramatta Station) during peak times to carry in excess of 40 people per hour to Harris Park.

TfNSW recommends the following service requirements for the shuttle bus:

- Entirely free service;
- Operates 7 days per week;
- 15 minute peak service frequency (7am-9am & 4pm-6pm);
- Minimum of 2 buses required (each bus operates twice during the peak hours);
- Bus capacity of 31 seats per bus;
- On site bus stop within the property of 1 Crescent Street, with the route going to and from Parramatta Station (northern side of Fitzwilliam Street).

The above is based on an anticipated journey time of approximately 15 minutes.

Refer to **Tab H**, which shows TfNSW's proposed route from the site, directly to Parramatta Station, and return.

TfNSW's preliminary estimate of the cost to operate the shuttle bus annually is approximately \$400,000, which excludes the cost for the purchase of two buses at approximately \$500,000 each (or \$1million each for an electric bus).

To assure medium to long term service delivery and operation, TfNSW would require a security bond in excess of \$10,000,000 (with additional allowances for inflation and need for any additional bus purchases over the medium/long term to replace an older bus) via a planning agreement for a minimum period of 20 years to ensure the continued operation of the service over this period. The full details will be identified and agreed as part of any planning agreement.

Pedestrian bridge

The pedestrian bridge would offer a permanent structure, providing a long term active transport link for the local community to access Granville Station via Railway Parade.

The provision of a pedestrian bridge option has not been fully explored by the proponent. TfNSW's submission (17 August 2021) provided one potential location for a pedestrian bridge on the northern side of the rail line across Woodville Road, from an investigation undertaken by TfNSW. The potential locations for a bridge are not limited to the one example provided.

To date, the proponent has only undertaken a very preliminary analysis and raised issues related to: the location for the bridge being uncertain; constraints regarding accessibility and footpath width; and deliverability due to the bridge landings being on third party owned land. TfNSW advises the preliminary analysis by the proponent has not considered options for the location of the pedestrian bridge, nor provided evidence that the proposal has been thoroughly considered, including consultation undertaken with third party land owners and preparation of indicative designs and costs.

TfNSW reiterates that it is the responsibility of the proponent to mitigate the impacts of their development and fully explore and develop design options for the pedestrian bridge and implement its delivery as required. The pedestrian bridge should be provided at no cost to Government, with the funding mechanism be identified, addressed and agreed prior to the making of the plan.

The proponent should be encouraged to explore other design options for the pedestrian bridge to the improve active transport link to Granville Station. Alternative options for consideration of the pedestrian bridge could include:

1. Directly from land within the subject site on the western side of Woodville Road extending across to the eastern side
2. On the southern side of T2 rail overpass to span from the western side of Woodville Road directly to Railway Parade on the eastern side of Woodville Road. Constraints related to narrow footpaths along Woodville Road may consider tunnel widening under T2 rail overpass.
3. A design for excellence approach should be encouraged for various options for the pedestrian bridge. One example being the Christopher Cassaniti Bridge at

North Ryde. This innovative design comprises an unconventional curved design spanning from the new Lachlan's Line Residential Precinct on its western extremity, to the North Ryde Commercial Sector and Metro Station on its eastern extremity. It traverses both Delhi Road and the M2 Motorway. A similar approach could be utilised at this site to span across the T2 rail line, directly connecting the proposed development with Railway Parade. Refer to the web link: <https://daracon.com.au/projects/lachlans-line-bridge>

TfNSW reiterates that the proponent should be required to provide documentation including options for design, indicative costings, etc., which demonstrates adequate consideration has been given to the option of a pedestrian bridge, prior to consideration of a shuttle bus option.

Granville Station/Harris Park Station

The proponent has only provided high level analysis of preferred pedestrian routes, with their view that future residents would more likely opt to walk to Harris Park Station. This is based upon Harris Park being closer in distance compared with Granville Station, however the distances are similar:

- The walking distance to Harris Park is approximately 1km via the cycle route and approximately 850m via the crossing of the signal intersection of Woodville Road/Church Street/ Parramatta Road.
- The walking distance to Granville Station is approximately 1km using the signal crossing across Woodville Road/ zebra crossing of the signal and via the existing ramp on the eastern side of Woodville Road (southern side of the railway). This route would be shorter if a pedestrian bridge across Woodville Road connected directly to Railway Parade.

Refer to **Tab E**, which shows the walking route to these rail stations.

TfNSW's restates its prior advice (17 August and 20 September 2021) that the provision of the pedestrian bridge across Woodville Road will be more conducive for future residents to walk to Granville Station via a direct route along Railway Parade with reduced travel time. The route to Granville Station is preferred having regard to safety and passive surveillance from residences and local shops via this route.

The proponent's first route to Harris Park Station traverses under the M4 motorway, predominantly used by cyclists, which is subject to flooding and isolated from surrounding residences and passive surveillance for part of this route. The proponent's second route to Harris Park Station has better passive surveillance as it passes along nearby residences via the signal intersection of Woodville Road/Church Street/ Parramatta Road, however, has a longer wait time due to the need to navigate 3 separate signalised crossings.

Granville Station also has a higher frequency train service compared to Harris Park Station, making a preferable destination. Refer to **Tab F**, which shows a comparison of train timetable between Granville Station and Harris Park Station for journey to Central Station during peak time, Monday 13 December and Weekend (Saturday 18th December, Sunday 19th December).

Granville Station is also preferred by commuters as evidenced by Opal card data. Refer to **Tab G**, which shows sample of Opal card usage by passengers between Granville Station and Harris Park Station.

Comparison of Shuttle Bus and Pedestrian Bridge

TfNSW advises the pedestrian bridge is the preferred option to encourage mode shift towards public transport, improving pedestrian connectivity and safe access to Granville Station from the development, as shown by the simple comparison below. However, as highlighted above, the provision of the pedestrian bridge will require further investigation and higher cost due to site constraints.

	Shuttle Bus	Pedestrian Bridge
Lowest Cost	★ ★	★
Customer Journey Experience	★ ★ ★	★ ★
Place Benefits	★	★ ★ ★
Strategic Alignment/Wider Public Benefit	★	★ ★ ★
Constructability/Deliverability	★ ★	★
Reduce Private Vehicle Trips	★ ★	★ ★ ★



★ Lowest Rating



★ ★ ★ Highest Rating

Other Comments

TfNSW advises the proponent's case study of travel demand measures implemented via a Green Travel Plan in the Mirvac development at Harold Park (Forest Lodge) in the City of Sydney to demonstrate that the planning proposal would similarly result in trip generation rates 20% lower than typical rates, and up to 50% in vehicle travel with the shuttle bus option, is not considered to be a fair comparison. Noting Harold Park is located significantly closer to the city with more frequent public transport services and additional active transport paths. In comparison, the site in Holroyd has major roads surrounding the site with minimal pedestrian infrastructure for future residents to access to and from train stations or buses to the site.

TfNSW advises to achieve a reduction in trip generation rates 20% lower than typical rates with travel demand measures and up to 50% reduction via with the shuttle bus option in vehicle travel for the proposal would be subject to the successful delivery and implementation of each element of the TDMP throughout various stages of the development lifecycle. Noting development consents with Green Travel Plans are a relatively recent occurrence with often minimal formal monitoring and compliance. Should the planning proposal be supported, it is recommended to be subject to ongoing implementation, monitoring and review of the overall TDMP including pedestrian counts undertaken with the pedestrian bridge or passenger use of the shuttle bus.



17 August 2021

TfNSW Reference: SYD19/00599
PP_2019_CUMB_002_00

Planning Panels Secretariat
Locked Bag 5022
Parramatta NSW 2124

Attention: Suzie Jattan

Dear Ms Jattan,

RESPONSE TO AMENDED PLANNING PROPOSAL - 1 CRESCENT STREET, HOLROYD

Transport for NSW (TfNSW) advises the Planning Panel that TfNSW has been working with the Department of Planning, Industry and Environment and the proponent's consultant to better understand and quantify the traffic impacts of the planning proposal on the adjacent regional road network. This has included TfNSW engaging Stantec to undertake an independent peer review of the mesoscopic modelling undertaken to date by TTPP for the planning proposal.

The independent peer review of the mesoscopic modelling has included a sensitivity test of a revised traffic distribution based on data from a neighbouring travel zone (Zone 1221) with the Sydney Travel Forecasting Model (STFM). The travel zones within STFM is based on a wide range of data sources including work, shopping, education, recreation, etc, which takes into account the future distribution pattern including demographics and land use. This revised traffic distribution has a higher proportion of development trips travelling towards the east along Parramatta Road (**Tab A**), as compared with the proponent's traffic distribution.

The model sensitivity test by Stantec based on the above revised trip distribution has identified that the planning proposal will have the following traffic impacts on the adjacent regional road network:

- Travel delays and travel times across the model network will increase by up to 13% with approximately \$60 million in additional travel times costs per annum;
- Travel times along Parramatta Rd (in peak directions) will increase by 3-4 minutes; and
- In the morning peak, eastbound drivers along Crescent Street will experience delays of over 3 minutes (approximately 3 signal cycles).

The modelling undertaken by Stantec indicated that the above road network performance statistics would noticeably change only, if there were about a 50% reduction in development yields for residential and retail. Full details are provided in **Tab B**, Stantec Summary - Development Impact Assessment Review.

Following the above mesoscopic modelling analysis provided by the independent peer review, the proponent has proposed to reduce the traffic generation of the development by reducing the retail and commercial yield of the development as follows:

Transport for NSW

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124
P 131782 | W transport.nsw.gov.au | ABN 18 804 239 602

- A proposed reduction in the retail development yield being 2,500sqm (GFA) to include a maximum of 1500sqm for a supermarket and 1000sqm for supporting retail use reflecting a neighbourhood scale;
- A reduction in commercial development yield being 5,000sqm (GFA);
- No change to the residential development yield being retained at 1255 units.

It is noted that the above reduction to retail and commercial yield will result in a reduction in traffic generation of 33% in the AM peak and 47% in the PM peak.

TfNSW agrees in principle to support the proposed reduction in the retail and commercial yield and the retention of the existing 1,255 residential units, subject to the following requirements:

1. A site specific clause in the LEP that will prohibit further development beyond the above yields.
2. Reduction in vehicular traffic generation of the residential component by encouraging a mode shift towards public transport, walking and cycling via the following measures:
 - a) The provision of a pedestrian bridge across Woodville Road in order to improve pedestrian connectivity and provide safe access to Granville Station from the development. The full cost for the pedestrian bridge shall be provided at no cost to Government. The funding mechanism for the pedestrian bridge should be identified, addressed and agreed prior to the making of the plan.

A copy of a preliminary sketch of a pedestrian bridge at this location undertaken by TfNSW is provided in **Tab C** and is subject to further investigation and planning by the proponent and consultation with Council for landing the bridge on the park on the south-west corner of the Woodville Road/Crescent Street intersection.

- b) The proponent shall prepare a Travel Demand Management Plan (TDMP) to minimise the traffic generating impact of the proposal. This TDMP should include, but not limited to, the following:
 - Improving pedestrian and active transport connections to the Harris Park and Granville rail stations and improving security for pedestrians/cyclists on the shared path under the M4.
 - Maximum parking rates should be provided under the LEP provisions and reference should be made to the maximum parking rates for the Granville Frame Area within the Parramatta Road Urban Transformation Strategy as illustrated in the table below.

Table 3.2 Maximum Car **Parking** Rates

CATEGORY	RESIDENTIAL (MAXIMUM SPACES PER DWELLING)					OTHER (MAXIMUM SPACES/M ² GFA)		
	Studio	1 bed	2 bed	3 bed	Visitor	Commercial	Retail	Industrial
Camperdown Precinct and Frame Area								
Leichhardt Precinct and Frame Area	0	0.3	0.7	1	0	150	100	150
Taverners Hill Precinct and Frame Area								
Kings Bay Precinct and Frame Area								
Burwood Precinct and Frame Area	0.3	0.5	0.9	1.2	0.1	100	70	120
Homebush Precinct only								
Granville Precinct Only								
Auburn Precinct								
Homebush Frame Area	0.6	0.9	1.2	1.5	0.2	70	50	100
Granville Frame Area								

- c) A car share target of 10-15% (rate adopted by PRUCTS) should be provided for residents within the proposed development.
 - d) Provision of cycle parking facilities.
3. The following road works shall be undertaken on Crescent Street on approach to the signalised intersection on Woodville Road at no cost TfNSW or Council (Refer **Tab D** for further details):
 - Provision of an additional eastbound left turn lane;
 - Extension to the existing dual left turn bay from 30 metres to 140 metres in length on The Crescent.

TfNSW welcomes the opportunity to further discuss our advice, if required. Should you have any questions or enquiries in relation to this matter, Ilyas Karaman would be pleased to take your call on 0447 212 764 or email:

development.sydney@transport.nsw.gov.au

Yours sincerely

R Cumming

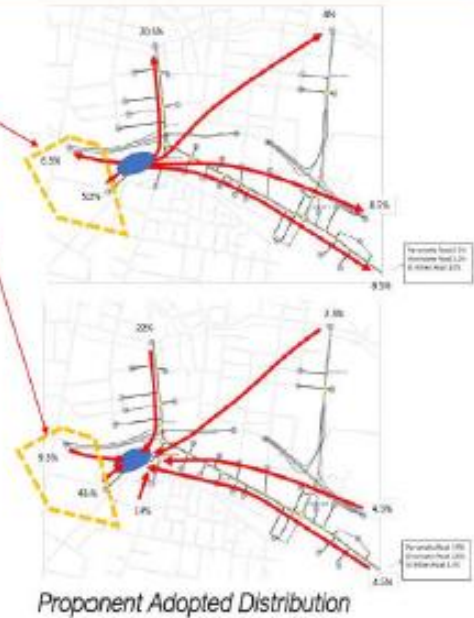
Rachel Cumming
Director Land Use
Land Use, Network & Place Planning
Greater Sydney Division

TAB A – Traffic Distribution Sensivity Test Based on STFM Data

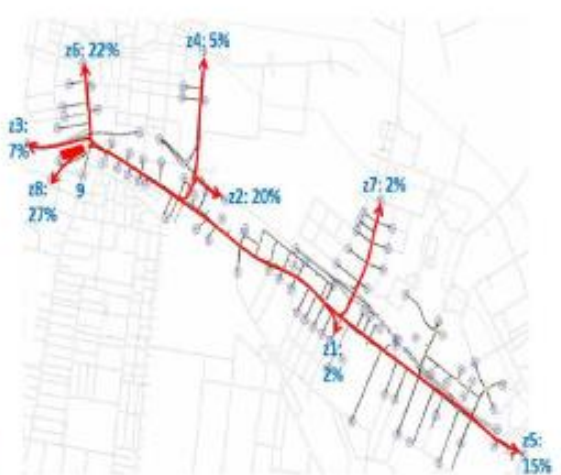
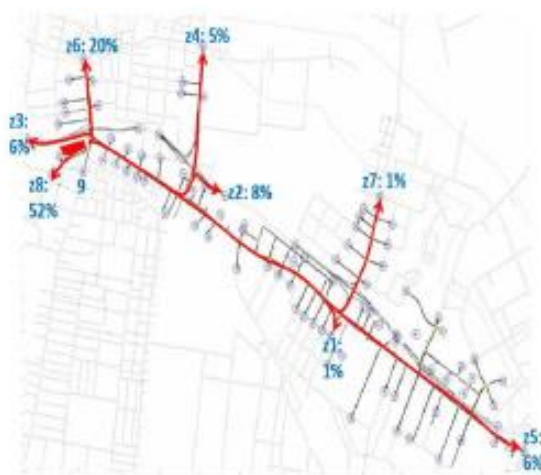
NETWORK AND LOCALISED IMPACTS

Development Traffic Distribution – Sensitivity

- Existing adopted distribution – heavily skewed towards the west and south-west
- Differs from the STFM distribution for the adjacent travel zone to the east
- Increased trips to the east will have even greater impact on the network performance



Development Traffic Distribution – Sensitivity



TAB B: Stantec Summary - Development Impact Assessment Review

[\\corp.trans.internal\User\Profile\Profile047\ikaraman\Desktop\Stantec Summary Development Impact Assessment Review.pdf](#)

TAB C: High Level Strategic Sketch of Pedestrian Bridge on Woodville Rd

TAB C – High Level Preliminary Sketch of Pedestrian Bridge on Woodville Rd



TAB D – Indicative Layout of Roadworks on Crescent Street



Source: GTA Consultants

From: Rachel Cumming <rachel.cumming@transport.nsw.gov.au>
Sent: Monday, 20 September 2021 6:19 PM
To: Suzie Jattan <Suzie.Jattan@planning.nsw.gov.au>
Cc: Ilyas Karaman <ilyas.i.karaman@transport.nsw.gov.au>; Cheramie Marsden <cheramie.marsden@transport.nsw.gov.au>; Holly Villella <Holly.Villella@planning.nsw.gov.au>
Subject: HPE CM: TfNSW Response - Planning Panel Questions: 1 Crescent St Holroyd.

Dear Suzie,

Transport for NSW (TfNSW) provides the following additional information regarding the matter of the pedestrian bridge, raised by the Planning Panel's in its correspondence you provided dated 25 August 2021:

Questions:

Q. If the pedestrian bridge is not implemented, does TfNSW consider that the PP should not proceed?

TfNSW response: Should the pedestrian bridge not be considered feasible by the proponent, the residential development yield will need to be reconsidered to ensure that the vehicle trip rates are reduced in accordance with the modelling peer review undertaken.

Q. If so, is this clearly demonstrated by its modelling?

TfNSW response: The peer review undertaken by Stantec of the proponent's traffic modelling that has been provided to both the Panel and DPIE has indicated that the road network performance statistics (network impacts) would noticeably change only from the point of a 50% reduction in the original development yields for both the residential and retail components, noting that there would still be traffic impacts arising from the proposal. For clarity, the peer review concluded that "the sensitivity analysis (with the revised distribution) showed that in order to accommodate the vehicle trips generated by the planning proposal without detrimental network impacts, **retail and residential component of the development would need to be reduced at a rate ranging between 50-75%.**"

While the proponent subsequently accepted the findings from Stantec's peer review of modelling, they appeared to be only willing to reduce the development yield in retail by 66.6% from 7,500sqm to 2,500sqm GFA (inclusive of 1,500sqm supermarket and 1,000sqm supporting retail) and commercial by 33.4% from 7,503sqm to 5,000sqm, intending to retain **100%** of the original residential yield of 1,255 units.

At DPIE (PDUs) request, to assist in progressing the proposal, TfNSW provided in principal support to this approach **with caveats**, emphasizing that the proposed reduction to retail and commercial yield will only result in a reduction in traffic generation of 33% in the AM peak and 47% in the PM peak. As a result, TfNSW further advised the proposed reduction to development yields is subject to additional requirements to increase the mode shift to public transport and reduce private vehicle trip for the residential apartments, i.e. TfNSW submission dated 17 August 2021 with extract provided below notes, it was not an 'either or' approach between the pedestrian bridge and the travel plan [i.e. in addition to travel demand measures being implemented, including the provision of a pedestrian bridge across Woodville Road in order to improve pedestrian connectivity and provide safe access to Granville Station from the development].

Extract of TfNSW submission dated 17 August 2021 below:

"TfNSW agrees in principle to support the proposed reduction in the retail and commercial yield and the retention of the existing 1,255 residential units, subject to the following requirements:

1. A site specific clause in the LEP that will prohibit further development beyond the above yields.

2. Reduction in vehicular traffic generation of the residential component by encouraging a mode shift towards public transport, walking and cycling via the following measures:

a) The provision of a pedestrian bridge across Woodville Road in order to improve pedestrian connectivity and provide safe access to Granville Station from the development. The full cost for the pedestrian bridge shall be provided at no cost to Government. The funding mechanism for the pedestrian bridge should be identified, addressed and agreed prior to the making of the plan.

*A copy of a preliminary sketch of a pedestrian bridge at this location undertaken by TfNSW is provided in **Tab C** and is subject to further investigation and planning by the proponent and consultation with Council for landing the bridge on the park on the south-west corner of the Woodville Road/Crescent Street intersection.*

b) The proponent shall prepare a Travel Demand Management Plan (TDMP) to minimise the traffic generating impact of the proposal. This TDMP should include, but not limited to, the following:

☐ *Improving pedestrian and active transport connections to the Harris Park and Granville rail stations and improving security for pedestrians/cyclists on the shared path under the M4.*

☐ *Maximum parking rates should be provided under the LEP provisions and reference should be made to the maximum parking rates for the Granville Frame Area within the Parramatta Road Urban Transformation Strategy as illustrated in the table below.*

Table 3.2 Maximum Car Parking Rates

CATEGORY	RESIDENTIAL (MAXIMUM SPACES PER DWELLING)					Co
	Studio	1 bed	2 bed	3 bed	Visitor	
Camperdown Precinct and Frame Area						
Leichhardt Precinct and Frame Area	0	0.3	0.7	1	0	
Taverners Hill Precinct and Frame Area						
Kings Bay Precinct and Frame Area						
Burwood Precinct and Frame Area	0.3	0.5	0.9	1.2	0.1	
Homebush Precinct only						
Granville Precinct Only						
Auburn Precinct						
Homebush Frame Area	0.6	0.9	1.2	1.5	0.2	
Granville Frame Area						

c) A car share target of 10-15% (rate adopted by PRUCTS) should be provided for residents within the proposed development.

d) Provision of cycle parking facilities.

3. The following road works shall be undertaken on Crescent Street on approach to the signalised intersection on Woodville Road at no cost TfNSW or Council (Refer **Tab D** for further details):

- ☐ Provision of an additional eastbound left turn lane;
- ☐ Extension to the existing dual left turn bay from 30 metres to 140 metres in length on The Crescent.

Q. If it considers the bridge to be essential, how does it propose that it is implemented given the apparent obstacles raised by the proponent?

TfNSW response: This task is for the proponent to fully investigate, negotiate and implement as required. TfNSW would act as a party via the appropriate binding agreement, prior to the LEP being gazetted.

Q. If it is not practical to deliver the bridge, does TfNSW consider that alternative active transport options are necessary and available to support the PP?

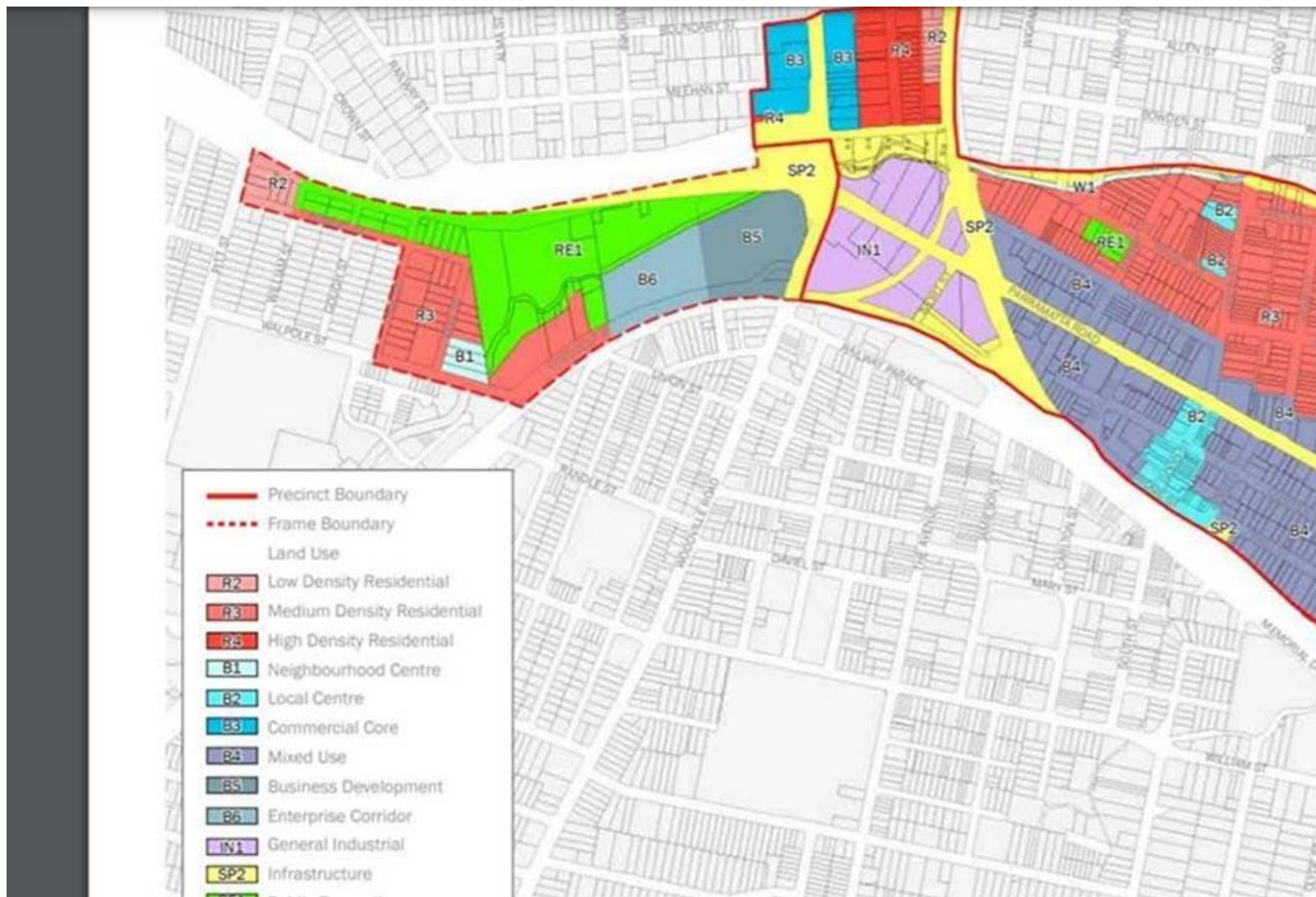
TfNSW response: Given the location of this site being over 1km walking distance from any rail station and its interface with state roads with high traffic volumes, there is a requirement for improved active (walking/cycling) access to public transport from this development, notably to **Granville Station** (higher order in train service frequency, express services and more choice for destination as compared to Harris Park Station).

Q. Do they have details of such options and their practical implementation?

TfNSW response: This is not a TfNSW proposal. As such, it is not for TfNSW to determine/develop options or their implementation. This task should be assigned solely to the proponent.

The proponent has not provided alternative options other than suggesting improved pedestrian links towards Harris Park Station, which is over 1km in walking distance from the development and does not have the frequency of train service or express services unlike Granville Station. As such, the option provided by the proponent is **not** considered adequate.

It should also be noted that TfNSW has previously raised the planning proposal's inconsistency with the recommended planning controls under the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). PRCUTS is an approved Government strategy that has been given additional statutory weight through a Section 9.1 Direction which requires planning proposals to be consistent with the objectives of the Strategy and implementation documents to the satisfaction of the relevant planning authority. The subject site and adjoining land on Crescent Street has been nominated as a B5 (Business Development)/B6 Enterprise Corridor under PRCUTS frame work (refer PRCUTS zoning map below) with high density residential development within the Granville Precinct under this endorsed government strategy only occurring on Church Street (auto alley). The proposal's inconsistency may set a precedent in terms of densities and land uses for the Granville Precinct and lead to further negative cumulative impacts undermining current and future transport improvements.



Should you have any questions or enquiries in relation to this matter, please don't hesitate to contact me to discuss.

Kind regards

Rachel

Rachel Cumming
 Director Land Use
 Land Use Network and Place Planning
 Planning and Programs, Greater Sydney Division

M: 0428411723



**Transport
for NSW**

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.



Consider the environment. Please don't print this e-mail unless really necessary.

TAB D: TfNSW Upgrades

The “Parramatta Congestion Improvement Program” aims to reduce current congestion in Parramatta and surrounding areas by upgrading key intersections.

The approved works under the program include the following:

- Extending the left turn lane from the exit ramp onto Church Street for Parramatta bound traffic.
- Creating a third right turn lane from the exit ramp onto Church Street before Woodville Road and Parramatta Road bound traffic.

The above M4 exit ramp upgrade works have been completed.

Future upgrades of intersections proposed under the current program. These include the following:

- creating three through lanes for southbound vehicles along Woodville Road at the intersection of Church Street
- creating and two through lanes for northbound vehicles along Woodville Road at the intersection of Church Street
- adding a dedicated left turn lane from Woodville Road onto the M4 Motorway
- creating dual right turn lanes from Woodville Road onto Parramatta Road
- creating a dedicated right turn lane from Woodville Road onto Crescent Street
- maintaining the dual left turn lanes from Crescent Street onto Woodville Road
- converting the bus priority lane on Parramatta Road into a free traffic lane
- creating a shared through and right turn lane and one dedicated right turn lane from Parramatta Road onto Church Street
- creating three westbound through lanes along Parramatta Road onto the M4 Motorway
- maintaining the dual left turn lanes from Church Street onto Parramatta Road
- changing the southbound kerbside lane on Woodville Road from south of Junction Street to a left turn only onto Parramatta Road.

For further information on the program, refer to the Roads and Maritime webpage:

<https://www.rms.nsw.gov.au/projects/sydney-west/woodville-rd-parramatta-rd-church-stintersection-granville/index.htm>

TAB E: The two walking routes shown from the site at 1 Crescent Street, Holroyd to each station, i.e. Granville Station (Figure A) & Harris Park Station (Figure B).

Figure A - Walking distance to Granville Station, approximately 1km using the signalised pedestrian crossing on Woodville Road at Parramatta Road intersection.

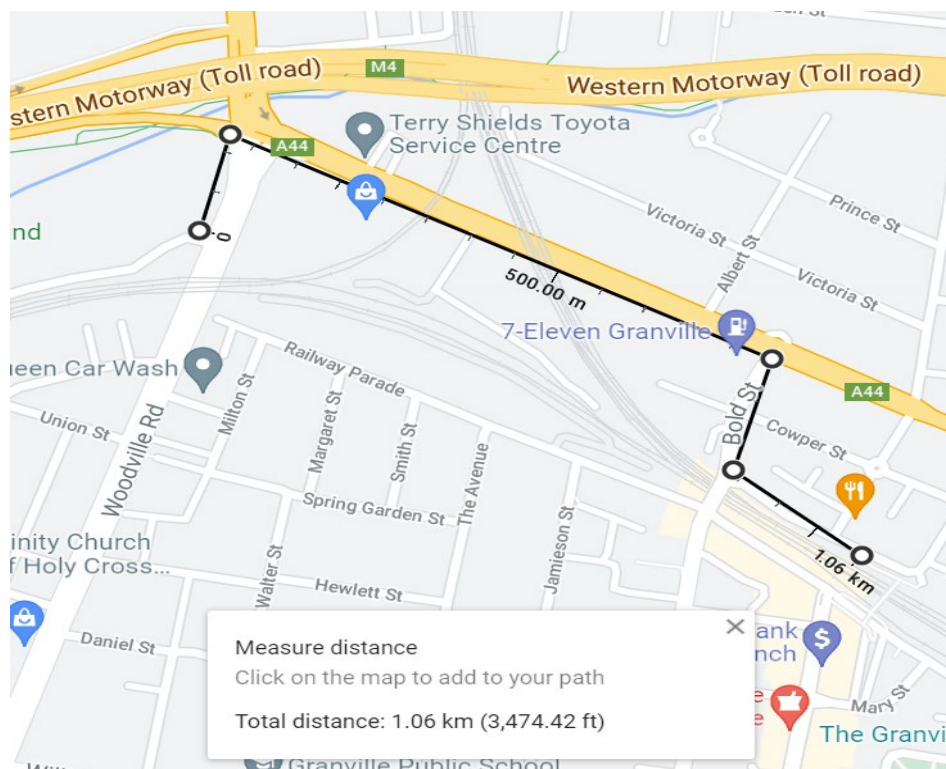


Figure B - Walking distance to Harris Park, approximately 850m via the crossing of the signal intersection of Woodville. Road/Church Street/ Parramatta Road.

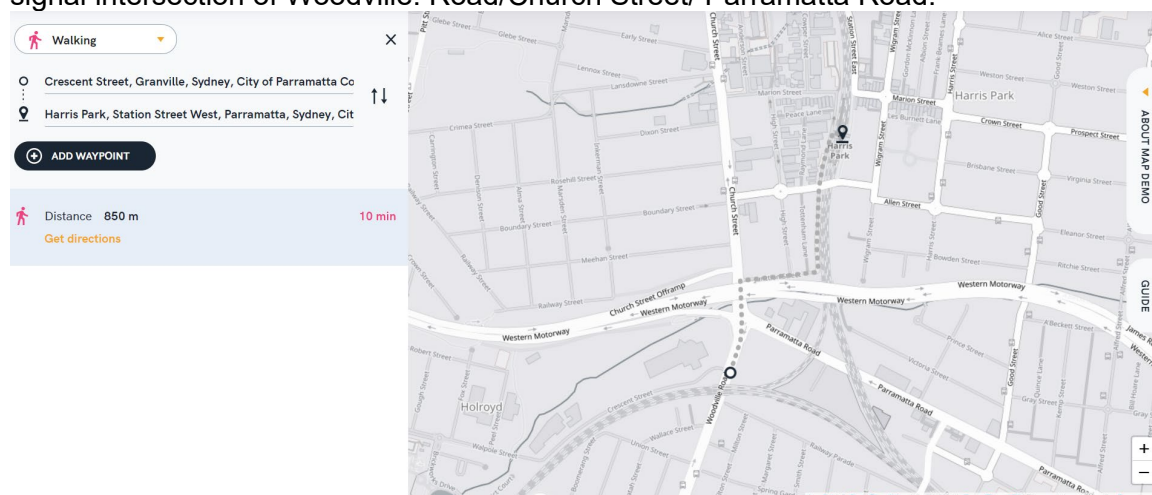
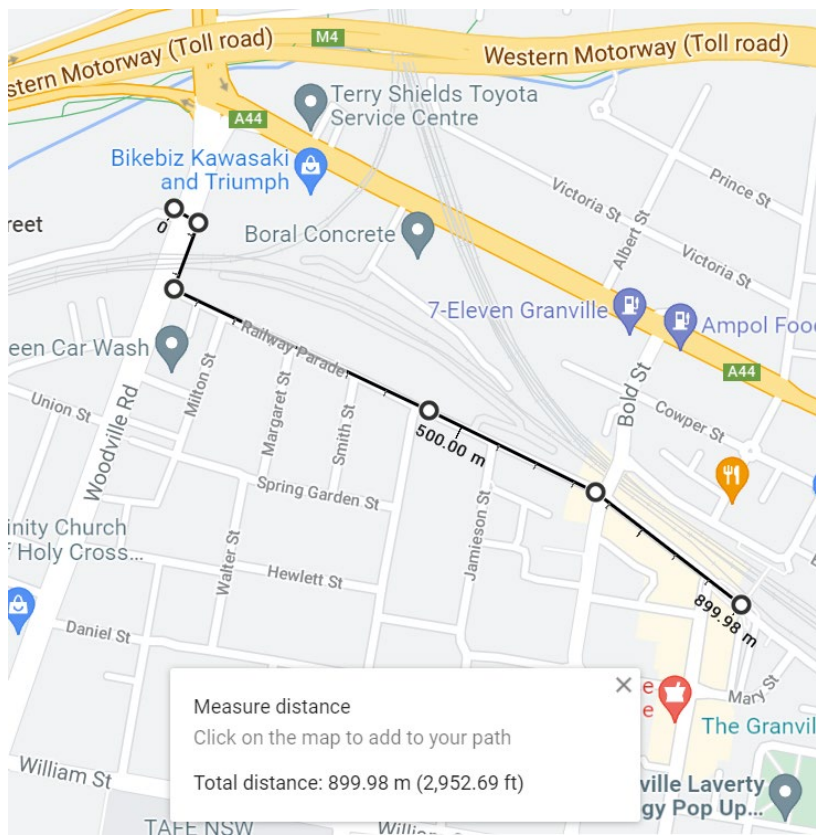


Figure C – Approximate walking distance between the site and Granville Station if a pedestrian bridge were to be constructed on Woodville Rd.

Transport for NSW

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124
P 131782 | W transport.nsw.gov.au | ABN 18 804 239 602



TAB F: Sample Comparison of Train Timetable between Granville Station and Harris Park Station for journey to Central Station during peak time, Monday 13 December and Weekend (Saturday 18th December & Sunday 19th December).

Planned Travel Day/Time	Granville Station Total no. of available trains	Journey Time (Shortest - longest approx. minutes)	Harris Park Total no. of available trains	Journey Time (Shortest - longest approx. minutes)
Forward Trip Monday (8am-9am)	19 options (8.02am – 8.55am)	31mins - 39mins	15 options (8.00am – 8.55am)	30mins - 39mins
Return Trip Monday (5pm-6pm)	27 options (5.04pm – 5.55pm)	31mins - 38mins	18 options (5.04pm – 5.55pm)	30mins - 39mins
Forward Trip Sat. (8am-9am)	6 options (8.10am - 8.56am)	28mins 30mins	6 options (8.07am – 8.54am)	30mins - 40mins
Return Trip Sat. (5pm-6pm)	6 options (17.11pm -17.58pm)	27mins - 30mins	4 options (17.11pm - 17.56pm)	30mins
Forward Trip Sun. (8am-9am)	6 options (8.10am - 8.56am)	28mins 30mins	6 options (8.07am - 8.54am)	30mins-40mins
Return Trip Sun. (5pm-6pm)	6 options (17.11pm -17.58pm)	27mins - 30mins	4 options (17.11pm - 17.56m)	30mins

TAB G: Opal card usage for typical Tuesday, February 2020 between Granville Station and Harris Park Station.

Station Usage Typical Tuesday February 2020 (passengers)		
	Harris Park	Granville
7am – 9am	800	2100
4pm – 6pm	750	2100

TAB H: TfNSW's recommended route for the shuttle bus with an on-site bus stop to Parramatta Station (proposed bus stop located on northern side of Fitzwilliam Street).

