



Transport
for NSW

Mr Robert Cologna
Manager Land Use Planning
Parramatta City Council
30 Darcy Street
PARRAMATTA NSW 2124

Attention: Sue Stewart

Planning Proposal 181 James Ruse Drive Camellia

Dear Mr Cologna

Thank you for your letter received 24 November 2014 concerning the above. Transport for NSW (TfNSW) has considered the proposal incorporating comments from Roads and Maritime Services (Roads and Maritime) and Sydney Trains.

The proponent should be more specific about the responsibilities that it will assume to mitigate the impact of this development on the State Road Network and give a number of commitments in relation to railway corridor remediation and access before these plans are placed on exhibition.

A comprehensive response is provided at **Tab A**. A summary of the key issues is provided below:

- Prior to exhibition Parramatta City Council should confirm that any revised Local Environmental Plan would contain a 'satisfactory arrangements' clause to ensure that the impacts of the development on the State transport network are adequately mitigated. The Department of Planning and Environment letter of August 2014 *Planning proposal to amend Parramatta Local Environmental Plan 2011* anticipates this course of action.
- The proponent should develop a Transport Management and Accessibility Plan (TMAP) to comprehensively consider and address the range of infrastructure and programs required to mitigate the impact of this development on the State Road Network.
- The proponent is encouraged to transition from the Netanal modelling package to the TfNSW developed Parramatta City Centre Mesoscopic Model in Aimsun with agreed input assumptions. It is understood that the proponent supports a transition to a mesoscopic model.

- The proponent should develop a clear statement of commitments regarding the infrastructure that it is proposing to provide to mitigate the impact of development and the timing for the provision of the works provision. Although a comprehensive range of measures have been considered in the strategic network modelling (for example grade separation under James Ruse Drive and a four lane road extension from Grand Avenue to Parramatta Road) there is no indication that the proponent is committing to fund this infrastructure or has the necessary approvals from adjoining land owners to implement these improvements within a given time frame.
- TfNSW advises that issues of locating residential land uses adjacent to industrial lands (including noise and vibration), need to be considered. TfNSW suggests that a site specific DCP (or amendments to the existing relevant DCP) be prepared for this Project that contain specific controls that will protect future residents from noise and vibration. The DCP needs to mitigate any potential impacts freight and industrial land uses may have on medium to high density residential development so that no barriers or impediments to efficient freight movements are introduced. The NSW Department of Planning *Development Near Rail Corridors and Busy Roads – Interim Guide (2008)* provides specific guidance when considering development near a rail corridor or busy road.
- The asbestos contamination on the site may have resulted in cross contamination of the adjacent Sydney Trains Carlingford Line Corridor. The proponent should apply precautionary principles by committing to comprehensive sampling and, if required, remediation of asbestos contamination along that section of the Carlingford Line fronting the development.
- The Western Sydney Light Rail network report is not NSW Government policy. However, the NSW Government is currently investigating the potential for light rail linking Parramatta with four shortlisted corridors. The corridors to Macquarie Park and/or Olympic Park would travel through Camellia Precinct. While planning is ongoing it is possible that this project may require strip property acquisition of that section of the proponent's land adjacent to the Carlingford Rail line. The proponent should consult with TfNSW on a precinct design that will not preclude cost effective strip property acquisition in the future.
- TfNSW advises that it does not support the Camellia Ferry Wharf. TfNSW would not support exhibiting material that propose a wharf at Camellia. Instead the proponent should make a stronger commitment to providing active transport access connections to Parramatta City Centre, Parramatta Wharf and Rydalmere Wharf. These should be listed in the statement of commitment.

Thank you for the opportunity to provide comment on this planning proposal. The TfNSW contact is Tim Dewey, Senior Transport Planner who may be contacted on 8202 2188 or Tim.Dewey@transport.nsw.gov.au.

Yours sincerely



Anissa Levy
Deputy Director General
Planning and Programs Division

12/2/15

Tab A

Satisfactory arrangements to ensure adequate mitigation of State Transport Network Impacts

Discussion

The proponent's traffic calculation rates estimate that 373 inbound vehicular trips and 481 outbound vehicular trips will be generated in the AM peak. The development is located in a part of the State Road Network that experiences peak period congestion.

Recommendation

Parramatta City Council is requested to ensure, that, prior to exhibition any amendment to the Parramatta Local Environmental Plan 2011 includes a commitments to the inclusion of a "satisfactory arrangements" clause for regional transport infrastructure upgrades.

Further, it is requested that Parramatta City Council encourages the proponent to identify the necessary infrastructure and conclude satisfactory arrangements with TfNSW participation prior to the rezoning to permitting residential development occurring.

Transport Management and Accessibility Plan

Discussion

TfNSW requests that the applicant prepare a Transport Management and Accessibility Plan (TMAP) in accordance with the Draft Interim Guidelines on Transport Management and Accessibility Plans.

This TMAP should enhance and validate the transport assessment done to date to confirm the extent, scale, feasibility and timing of the mitigation measures proposed, as well as confirm the extent of further impacts from the development on regional transport infrastructure, including, but not limited to, James Ruse Drive and Grand Avenue/Hassall Street intersection.

Recommendation

TfNSW requests that a TMAP is developed to further consider the extent that the proposed mitigation measures integrate and complement potential improvements to the transport network in Parramatta. This work will also identify what specific infrastructure can be attributed to the development. The TMAP should be developed in close consultation with TfNSW and Council.

Mesoscopic Modelling

Discussion

TfNSW has developed a mesoscopic modelling tool that, subject to minor updates, could be used to consider the necessary work to mitigate the proposed development in the context of development in Greater Parramatta.

The proponent's traffic report (Section 5.4) notes that the Netanal model is effectively a 'place holder' until a mesoscopic model is developed.

Recommendation

TfNSW suggests the proponent transition to the TfNSW developed Parramatta City Centre Mesoscopic model. TfNSW can provide this model subject to agreement including that the proponent will use input assumptions agreed with TfNSW, will undertake further screen line testing if required and will fund independent verification of the model outputs if requested by TfNSW.

Statement of commitments

Discussion

Table 5 *Recommended Infrastructure* at page 40 of the traffic and parking report is noted. However, this is provided in the context of the strategic transport model. It does not appear that the proponent is committing to fund these significant works.

Recommendation

It is suggested that following on from the TMAP and mesoscopic modeling the proponent is conditioned to provide a statement of commitments detailed what infrastructure and/or monetary contribution to works that the proponent will provide to mitigate the impact of this development on the State Transport Network.

Transport for NSW and Roads and Maritime position on proposed traffic generation rates

Discussion

The report does not justify the use of the Sydney Average High Density residential flat dwellings traffic generation rates (0.19 AM / 0.15 PM trips per hour per unit) as such rates would be associated with relatively low percentage car mode split. It is noted that the development site is currently reasonably serviced by public transport with the neighbouring travel zone to the west of the site TZ 1061 having a residential mode split to car of 75%.

It is likely that the residential mode split to car would noticeably reduce below the abovementioned figure of 75% with the potential to improve public transport accessibility in the future.

Therefore, for the purposes of assessment the traffic generation rates used should be comparable to the mode split to car for a surveyed site within the Technical Direction (TDT2013/04a). Roads and Maritime recommend that the surveyed rates for Rockdale, which is well serviced by heavy rail and public transport with a mode split to car of 57% would be the most appropriate traffic generation rates to be used.

Recommendation

The proponent should use the Rockdale residential flat dwellings traffic generation rates of (0.32 AM / 0.18 PM trips per hour per unit). This will require the traffic analysis to be revised.

Recommended road improvements

Discussion

The report relies upon a number of recommended road improvements which may not be funded (as discussed above see statement of commitments) and/or feasible, rely upon other property owners or are not supported for various reasons as described below:

- a) Proposed Foreshore Drive local road connection under James Ruse Drive to connect into a future development site at 14A River Road West. Such a road connection is reliant upon the developer of 14A River Road West agreeing to permit this road connection through to River Road West. No indication is provided that the owner of this site would cooperate with the proponents plans for this connection.
- b) Proposed elevated road link from Access Road at Grand Avenue North over the Carlingford Rail line to connect with Grand Avenue. The provision of the proposed elevated road link will require agreement from Sydney Trains.
- c) Proposed extension / construction of Wentworth Street as a four lane collector road from the current northern end of Wentworth Street through to connect with Grand Avenue. The provision of this road link would be dependant upon a number of matters which would include agreement from other landowners and the need for further progression of appropriate studies for the Camellia Precinct.
- d) The Road Delay Solutions report (Figure 14) for the intersection of James Ruse Drive / Hassall Street / Grand Avenue identifies the need for a number of at-grade improvements at this intersection. These suggested improvements would require land acquisition from private land owners and the duplication of the road bridge over the Carlingford Rail line. Acquisition of private land is beyond the control of the proponent whilst the duplication of the rail bridge is unfunded and as noted above would also require agreement from Sydney Trains.
- e) Parramatta City Council have identified through their Western Sydney Regional Ring Road report the high priority need to Grade separate James Ruse Drive from Grand Avenue and Hassall Street. This suggested improvement would require significant land acquisition from private land owners. Acquisition of private land is beyond the control of the proponent and this proposal is currently unfunded. The proponent should not rely on this proposal for traffic mitigation purposes.

Recommendation

The proponent should develop a suite of mitigation measures for testing the in mesoscopic model. This should include a package of works that relies solely on land the proponent owns or has reached agreement for access with neighbouring land owners to mitigate the impacts of this development on the State Transport Network.

Active Transport

Discussion

The Western Sydney Light Rail network report is not NSW Government policy. As stated above, the NSW Government has shortlisted four corridors for further investigation.

The Long Term Transport Master Plan does not propose to "increase parking" (page 5 of proponents traffic report) instead the statement should be "increase walking"

The actual number of bicycle parking, storage needs to be specified which will be based on floor space area and number of units.

Footpath upgrade works on James Ruse Drive or a potential path through the UWS grounds have not been shown on Figure 12 or other diagrams in the traffic and parking assessment.

TfNSW and Roads and Maritime would be unlikely to support the proposal to omit a pedestrian crossing across James Ruse Drive North to maximise green time allocated to left turn movements from River Road West. The proponent should investigate other measures to achieve the desired clearance of internal traffic.

Recommendation

The proponent notes the above when developing the Transport Management and Accessibility Plan.

Consideration of adjoining Industrial land uses

Discussion

Camellia is a key freight facility

The subject site is located in a central location for through freight in the Sydney Metropolitan area and is adjacent to an industrial area that generates significant amounts of freight. As such, this proposal, and future development applications for high density residential areas in the area, raises concerns for the future viability of freight facilities in the surrounding area and the attractiveness of commercial and industrial sites located nearby.

It should be ensured that freight facilities and routes are preserved in the future planning of this precinct to maintain the strategic advantage of the area for the movement of freight within the Sydney Metropolitan Region. It is also important for the proposal to take into account the potential re-instatement of freight services on the Sandown rail branch line.

Traffic report should be updated to account for the role of freight in the area and the forthcoming M4 widening project

The current Traffic and Parking report does not make explicit recognition to the role of freight in the area. It does not adequately look at site access arrangements and internal movements, particularly to freight and commercial vehicles that will be using the precinct.

The Report should take into account the anticipated traffic changes due to the M4 widening project which is due to commence construction in 2015. It will impact on traffic in the area associated with other WestConnex works.

Acoustic Treatments

The planning proposal should provide a more comprehensive review of the potential impact of residential areas from nearby freight transport networks, particularly in reference to noise and vibration issues. It was noted that the acoustic assessment did not consider noise from freight trains, in the event that the Sandown branch line is reactivated. Figure 1 of the Vipac report indicates that residential development will be at least 250m from the Sandown line. At this distance, external freight levels may be less than 10dBA above the night-time internal noise limit of 35dBA with windows open, and therefore not trigger any need for mitigation under the Infrastructure SEPP.

The Masterplan and Urban Design Analysis should also accommodate the presence and movement of freight and commercial vehicles within the precinct, particularly for goods delivery to the proposed supermarket.

Recommendation

The planning proposal and the Vipac report should address in greater detail the question of whether the subject site is suitable for residential usage. Particular issues that should be addressed include the close vicinity of heavy industry and noise emanation from freight trains if the Sandown railway line is reactivated.

It is recommended that prior to the lodging of a development application that the VIPAC report be amended to address noise from freight trains in the event that the Sandown branch line is reactivated. TfNSW can provide an assessment on the report.

The traffic report should be updated to comment on freight movements into and out of the Camellia precinct and the associated intersection mitigation measures the proponent is proposing in order to ensure that freight vehicle movements are not impeded as a result of the development.

SIDRA Traffic modelling results

Discussion

Concerns are raised that the SIDRA modelling results provided within the report are lacking detailed “output results” as they do not provide information such as individual lane movement delays, 95% queuing and phasing details. It is also considered that optimally the report would provide SIDRA analysis on other key intersections likely to be impacted.

Recommendation

As noted above TfNSW and Roads and Maritime support the transition to a mesoscopic modeling platform that has been developed by TfNSW. The proponent should ensure that any modifications made to the base model provided by TfNSW to them should be capable of micro-simulation (within the overall mesoscopic package) of the following intersections:

- James Ruse Drive / Hassall Street / Grand Avenue.
- James Ruse Drive / River Road West.
- Grand Avenue / Access Road B / Wentworth Street Extension.
- James Ruse Drive / Grand Avenue North.
- Parramatta Road / Wentworth Street.

Cumulative Traffic Impacts

Discussion

Strategic Network Modelling has been conducted for the base case 2014 and the year 2036 using Netanal. Concerns are raised that the strategic analysis conducted has not included the holistic cumulative traffic impacts from Parramatta City Council's Camellia Precinct Draft Land Use Concept Plan, the North Parramatta Urban Activation Precinct, the Parramatta Road Corridor and other proximate planning proposals.

Recommendation

Strategic Network Modelling should be updated to include reasonable assumptions regarding the holistic cumulative traffic impacts from Parramatta City Council's Camellia Precinct Draft Land Use Concept Plan. The proponent should liaise with TfNSW and Council to obtain this information.

Carlingford Railway Corridor incorporating Light Rail Corridor

Discussion

The proponent should refer to the previous TfNSW submission in relation to rail corridor impacts. That submission is included as an attachment to this tabulation.

Sydney Trains will advise in follow up correspondence whether any easements are impacted by this development and will advise accordingly in follow up correspondence.

Sydney Trains currently use part of the proponents land for maintenance access to the Carlingford Railway Line Corridor. Sydney Trains supports the current plans depicting the continuation of a transport corridor and will provide information in future stages to ensure the access remains accessible to Sydney Trains service vehicles. The proponent will need to ensure that Sydney Trains have access throughout the period of the road/active transport corridor construction.

Sydney Trains hold concerns that, over time, cross contamination of the Carlingford Railway Corridor from the subject site may have occurred. Therefore the remediation of the site also needs to include the testing and possible remediation of any cross contamination that may have occurred on that section of the Carlingford line fronting the development. It is suggested that the proponent is conditioned accordingly.

The proponent's support for a future transport corridor adjacent to the site in the existing Carlingford Rail Corridor is noted and appreciated. The comments on this issue are largely consistent with the work underway by Transport for NSW for investigation into potential light rail corridors.

The proponent has adopted lower levels of traffic generation due to the prospect of future public transport services to the site. It should be noted that a light rail line between Parramatta to Macquarie Park via Carlingford is only one option being considered. The proponent should calculate traffic generation conservatively by not assuming the existence of the light rail line.

Recommendation

The asbestos contamination on the site may have resulted in cross contamination of the adjacent Sydney Trains Carlingford Line Corridor. The proponent should commit to comprehensive sampling and if required remediation of asbestos contamination along that section of the Carlingford Line fronting the development. In the first instance the proponent should prepare a remediation plan for the plan for the Carlingford Line corridor and submit it for review by Sydney Trains.

The proponent can expect a number of detailed issues from Sydney Trains to arise at Development Application stage under the concurrence provisions of ISEPP.

The proponent should design the proposed active transport connection along the eastern side of the development adjacent to the Carlingford Line Corridor in such a manner that Sydney Trains maintenance vehicles continue to have full and unimpeded access for maintenance purposes.

The design of the site should ensure the proposed pedestrian/cycle width on the eastern side of the development is of sufficient width to not preclude the possibility of strip acquisition for light rail or another transport purpose at a future point in time.

Transport for NSW will need to work with the proponent to determine the best public transport outcome for the site. The proponent should commit to thorough consultation including recognition of the need for a letter of endorsement, from Transport for NSW prior to construction of the proposed high rise buildings on the eastern edge of the development or the active transport corridor fronting the Carlingford Railway Line Corridor.

Bus Access

Discussion

Pedestrian connectivity to frequent bus services on Victoria Road

There is support for the proposed pedestrian bridge across the Parramatta River from the proposal site to UWS Rydalmere and Victoria Road bus services. This pedestrian linkage should connect through to Victoria Road and be accessible 24 hours a day, 7 days a week to allow unimpeded access to Victoria Road bus services.

Recommendation

The proponent should ensure that appropriate arrangements are in place with the University of Western Sydney to achieve this outcome.

If signed and documented twenty four hour pedestrian access through the University cannot be achieved prior to the granting of the first occupation certificate then the proponent should commit to providing full surfaced footpath access from the development to the University of Western Sydney bus stop connecting via James Ruse Drive and Victoria Road.

Footpath audit between site and Hassall Street

TfNSW continues to suggest the proponent should commit to a footpath audit between the site and the M92 bus stop on Hassall Street and commit to upgrades or 'missing link' provision as required.

No public funding of shuttle bus service to be assumed – not generally supported

No public funding to the proposed shuttle bus should be assumed. More generally the service is not supported. This service is likely to have poor patronage due to not going to a major centre and requiring a change to another bus at UWS Rydalmere for travel to Parramatta or east along Victoria Rd. People travelling towards the City will also have to cross Victoria Rd at UWS Rydalmere. Due to peak period traffic congestion, especially in the am peak, would make it difficult to maintain a 10 minute frequency with one bus. The service may be economically unviable. People travelling to Sydney CBD are more likely to catch the Carlingford line train to Clyde then change for the City train or walk to Victoria Rd and catch an M52 bus. People travelling to Parramatta are more likely to walk to Hassall St to catch an M92 bus or walk or cycle.

It is unclear how the shuttle bus would turn right when Figure 4 of the traffic report indicates left in and left out from/to James Ruse Drive. If right hand turn for buses only is proposed then the proponent's report should note this.

TfNSW may consider options to divert existing bus services to provide bus services when this planning proposal is further developed. This may require a commitment from the proponent to provide traffic signals and other bus service support infrastructure to accommodate any service diversions that should be detailed in any future Development Application. The proponent's willingness to commit should be documented in the statement of commitments.

Future traffic assessments to specifically detail impediments to bus services and to propose bus priority measures where appropriate

The impact of the proposal on traffic on Victoria Road is not clear. One of the reasons this is concerning is due to the level of bus services that operate on this roadway. An assessment of the impact of increased traffic on bus services on Victoria Road to bus services on Victoria Road and within the vicinity of the site, arising from the proposal's traffic generation should be undertaken. Any traffic or transport assessment for the proposal must specify the potential delays to bus services and describe measures as to how delays would be mitigated.

Recommendation

The proponent should commit to providing the nominated pedestrian bridge over the Parramatta River prior to the issue of the first occupation certificate. This will encourage public transport use on the frequent bus services available from Victoria Road from the commencement of development occupation.

Allied to the recommendation above the proponent's statement of commitment should detail that unobstructed twenty four hour access through the University of Western Sydney (UWS) site has been granted by the University of Western Sydney. If this commitment cannot be provided the proponent should commit to providing fully surfaced footpath access from the development to the UWS Victoria Road bus stop.

The proponent should note that there is no suggestion of public funding for the shuttle bus. The concept is not generally supported by TfNSW. The proponent needs to revise Figure 6 to account for the fact that no right turn is proposed from Tasman Avenue onto James Ruse Drive is currently or is likely to be permitted.

Any future traffic report supporting a development application can assume that at least one bus service may be able to be provided along James Ruse Drive to service this development. The proponent should then outline the intersection treatments and bus infrastructure that could be provided to ensure there is no loss of on time running. In addition the proponent should assume that a pedestrian crossing across James Ruse Drive at the intersection of James Ruse Drive, Tasman Avenue and River Road West will be necessary and incorporated into any future traffic models the proponent may develop.

Camellia Ferry Wharf

Discussion

TfNSW continues to advise that the Camellia ferry wharf proposal by the proponent is not supported.

In May 2013 Transport for NSW released Sydney's Ferry Future which sets out the 20 year strategic direction for ferry services in Sydney Harbour. The plan investigated a number of potential wharf locations, including along the upper parts of the Parramatta River, and established a long term ferry network. Currently the Government is not investigating a potential new wharf on the upper Parramatta River.

More particularly the section of the Parramatta River in question has navigational constraints which limit the speed of ferries west of the Silverwater Rd bridge and the number of places where ferries travelling in opposing directions can pass. This would make it difficult to improve frequency west of Rydalmere over extended periods of the day. Travel time would be approximately 10 minutes from Rydalmere wharf to the Camellia wharf due to the 7 knot vessel speed limit. This would make for long journey time to/from Sydney CBD. The majority of ferry travel to/from Parramatta is leisure travel due to the 55-83 minute travel time from Circular Quay to Parramatta.

Recommendation

The proponent withdraws the proposal for a Camellia ferry wharf.

Cycleway Access under James Ruse Drive

Discussion

The statement of an “on-grade separated cycleway access under James Ruse Drive” is incorrect. It will either be “at-grade”, i.e. at road level or “grade-separated”, above or under road level.

While the report notes this site is expected to be developed no indication of timing is provided. Currently, photographs indicate that the land on the western side of James Ruse Drive adjacent to Parramatta River is a combination of privately held property and river foreshore. There is no existing cycle path to connect into on the western side of James Ruse Drive.

There is no current plan from TfNSW for a cycleway along the southern side of Parramatta River at this location. If the proponent is proposing that having constructed a cycleway under James Ruse Drive that it would then provide a ramp onto the footpath alongside James Ruse Drive then this could be better described so the proponent’s intended outcome is clearer.



The planning proposal could be clearer about what the cycleway connection under James Ruse Drive would be connecting to. Is a ramp up to the James Ruse Drive footpath proposed? Does Parramatta City Council propose to construct a cycle way along the River foreshore at this location?

Recommendation

The proponent should clarify what the proposed cycleway access under James Ruse Drive would be connecting to in the period prior to potential future development occurring along River Road West.

Attachment 1

Table 5 from Page 40 of Appendix B titled 181 James Ruse Drive Camellia Master Plan Preliminary Strategic Network Model 2036 for the Purpose of Rezoning.

Location	Recommended Mitigation Treatment
1 Wentworth Street Extension	<p>i) Construction of a four lane 60km/h collector road from the current northern end of Wentworth Road to Grand Parade.</p> <p>ii) The extension may include the construction of a four (4) lane bridge over Duck Creek, dependent upon the preferred route to be determined during DA preparation.</p>
2 Parramatta Road and Wentworth Street	Reconstruction of the traffic signals at the intersection of Parramatta Road with Wentworth Street
3 Grand Avenue	Construction of a two (2) lane circulating roundabout at the intersection of Grand Avenue, Camellia Access Road B and the proposed Wentworth Street Extension.
4 James Ruse Drive, Hassall Street	<p>iii) Reconstruction of the traffic signals to allow double diamond overlap phasing.</p> <p>iv) Construction of three exclusive right turn lanes and an exclusive through lane, eastbound in Hassall Street.</p> <p>v) Construction of dual right turn lanes and an exclusive left turn slip lane, northbound in James Ruse Drive.</p> <p>vi) Construction of dual right turn lanes and signalised dual left turn lanes westbound in Grand Avenue.</p> <p>vii) Construction of a dedicated left turn slip lane southbound in James Ruse Drive.</p>
5 James Ruse Drive and River Road West	<p>viii) Construction of traffic signals at the intersection of James Ruse Drive and River Road West.</p> <p>ix) Construction of two (2) signalised left turn lanes from River Road West.</p> <p>x) Construction of dual right turn lanes eastbound from River Road West.</p> <p>xi) Construction of dual right turn lanes southbound in James Ruse Drive.</p> <p>xii) Construction of pedestrian crossings across River Road West and James Ruse Drive south.</p> <p>xiii) Request be made to the RMS to consider an exception to omit a pedestrian crossing across James Ruse Drive north to maximise green time allocated to the left turn movement from River Road West.</p>
6 James Ruse Drive Underpass	Construction of a two lane underpass below James Ruse Drive accessing the Camellia Development from the River Road West intersection with Arthur Street.

Table 5 Recommended Infrastructure

Attachment 2 - Previous TfNSW Submission to Parramatta Council



Ms Sue Stewart
Senior Project Officer Land Use Planning
Parramatta City Council
PO Box 32
PARRAMATTA NSW 2124

181 James Ruse Drive Camellia

Dear Ms Stewart

Thank you for hosting a meeting with Transport for NSW officers on the 3 December 2013 at Parramatta City Council Chambers to discuss a proposed rezoning at 181 James Ruse Drive Camellia.

Transport for NSW officers undertook to provide a whole of transport response to the rezoning proposal, which we understand would enable development comprising of 1,800 residential units together with a 30,000² meter retail development on the 6.8 hectare site. Please accept our letter as a joint Transport for NSW, RMS and Railcorp response to the planning proposal.

We are in receipt of a document titled "Traffic Impact & Parking Assessment Report" prepared by Mott McDonald dated September 2012. We believe the report has raised a number of issues that need further investigation and clarification. In addition, a number of other matters have been identified that should also be investigated and included in a revised comprehensive traffic and transport impact assessment report.

In broad terms, TfNSW recommends that the aforementioned traffic study be reviewed in some instances and expanded to include investigation of the following matters in consultation with TfNSW / RMS / RailCorp:

- Traffic analysis which includes explicit recognition of the role of freight in the area;
- Review of the site access arrangements;
- Discussion with RMS on the use of more appropriate analysis tools;
- Investigation of the connectivity for active transport users to nearby public transport services and associated improvements to the existing active transport network that would be required to support the proposal;
- The relationship between the proposed development and noise, vibration issues impacting from the nearby transport networks (Road, Passenger and Freight Rail).

A more detailed response on the above matters is contained in **Annexure A**.

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Thank you again for the opportunity of providing early feedback on the proposal. TfNSW would like to continue to be involved in future considerations throughout the planning process. The Transport for NSW contact is Tim Dewey, Senior Transport Planner on 8202 2188.

Yours sincerely



6/2/14

Mark Ozinga
Manager
Land Use Planning and Development

Objective Reference: CD14/01643

Annexure A – 181 James Ruse Drive Camellia

1. Roads

- RMS has reviewed the submitted information and does not support the proposed rezoning in its current format.
- RMS does not support the proposed staggered intersection of James Ruse Drive/River Road West/Tasman Street as shown in Figure 3.2 of the proponent's traffic report below. RMS made this position clear to the proponent in a meeting on the 15 March 2013. The proposed intersection needs to be modified to align Tasman Street with River Road West.

Figure 3.2: Signalised intersection with all existing movements allowed



- The proponent should model the intersections of:
 - Hassall Street, James Ruse Drive and Grand Avenue
 - Grand Avenue North and James Ruse Drive
 - Tasman Street (proposed)/River Road West/James Ruse Drive.
 These intersections should be 'linked' using SIDRA 6. The modelling should be undertaken at the completion of full development plus 10 years. This future year should be agreed with RMS and TfNSW before modelling commences.
- The applicant is to provide details of the modelling undertaken including electronic copies of the modelling for review by RMS along with concept design plans for the

proposed intersection works along James Ruse Drive. As previously stated the offset intersection proposed is not acceptable to RMS.

- RMS has previously acquired a strip of land for road along James Ruse Drive frontage of the subject property, as shown by the blue colour on the attached plans. RMS has previously resumed and dedicated a strip of land as road along James Ruse Drive frontage of the subject property as shown by grey colour on the attached plans. All future structures and works proposed by the proponent must be clear of the RMS road reserve (unlimited in height or depth).

2. Bus Train Pedestrian and Ferry Access

- The forty minute peak period gap between train service from the nearby Camellia Station on the Carlingford line may not suit all public transport users and access to other public transport services should be provided by the proponent.
- The M92 route bus stop is located on the fringe of the 400m walking catchment from the site and travels between Liverpool and Parramatta. The need to cross James Ruse Drive to get to the M92 bus stop on Hassall Street near the Mercure Hotel may prove to be a disincentive to bus use from this site.
- Footpath links from the development to Camellia Station and the M92 bus stop on Hassall Street and to the University of Western Sydney bus stop at the intersection of Anderson Street/Victoria Road should be thoroughly audited and may need to be upgraded with regard to surface consistency, ambient lighting and potentially video surveillance.
- The site is reasonably (800 metres) proximate to the very frequent bus services available from the University of Western Sydney bus stop located at the intersection of Victoria Road and Anderson Avenue. It is noted that adequate pedestrian access is available on the James Ruse Drive Bridge but that there is currently no supporting footpath network. The proponent should be conditioned to investigate and potentially provide a paved footpath link alongside James Ruse Drive to link through to Victoria Road and the bus stand at the Anderson Avenue.
- A more direct link could potentially be provided through the University campus and it is understood the developer is investigating a potential pedestrian bridge over the Parramatta River. The developer would need to consider minimum clearances for ferry services and come to an agreement with the University of Western Sydney on the allowance of non-university related pedestrian access through the site.
- Transport for NSW would support a development pattern that would prove public access to the southern foreshore of Parramatta River and could form the basis of future walking and cycling links as other residential developments progressed. This would complement the vision outlined in Sydney's Cycling Future (page 20) which supports the renewal of Parramatta Valley by completing the remaining Parramatta River foreshore public access missing links to existing and planned connections to Parramatta City Centre, the University of Western Sydney, Westmead Hospital and Olympic Park.

- The proponent has raised the potential for a ferry wharf at this site. Transport for NSW confirms it has no current plans to provide any new wharves either on this southern side of the Parramatta River or on the Northern side adjoining the University of Western Sydney. If the proponent wishes to continue to investigate this proposal it should submit further details particularly in regards to cost apportionment.

3. Rail Corridor Protection

- The applicant's site fronts the Carlingford Railway Line accordingly the proponent will need to be thoroughly familiar with the Department of Planning and Infrastructure document *Development Near Rail Corridors and Busy Roads – Interim Guideline*.
- Before undertaking excavation of the site the proponent will need to obtain concurrence in accordance with Clause 86 of the State Environmental Planning Policy – Infrastructure.
- The developer will need to undertake further liaison with Transport for NSW and Sydney Trains to prepare a communications strategy regarding any further remediation works and their potential impacts on Sydney Trains customers and workers.

4. Freight

- It should be ensured that freight facilities are preserved in the future planning of this precinct to maintain the strategic advantage of the area for the movement of freight within the Sydney Metropolitan Region.
- Should this proposal go ahead, mitigation measures should be put in place to ensure no adverse impacts are imposed on freight facilities located in the vicinity of the proposed development (Camellia/Sandown), in particular for freight operations or the movement of freight in and around the subject site.
- Of concern is the movement of through traffic on James Ruse Drive. Discussions should be held with Roads and Maritime Services, with the involvement of Transport for NSW's Freight and Regional Development division, to ensure any changes to the road network do not adversely affect the movement of freight along this key corridor.
- Increased traffic in and around the surrounding road network, including the road bridge on Grand Avenue over the rail line, must be appropriately configured and managed.
- It should be noted that freight activities may reactivate along the Sandown rail branch line running east from the Carlingford Line and appropriate buffering measures should be put in place should this proposal proceed. While services were recently suspended on this line, the line has not been formally closed and does not require planning consent for the re-instatement of services and the proposed development should consider this line operational.
- The Shell Clyde oil refinery is being converted to a finished fuels-only terminal with distribution via road haulage from the Parramatta Terminal. Many other developments

in this industrial area are in the Transport and Logistics field – it should be noted that as a result truck movements are likely to increase.

- Surrounding the Camellia Peninsula redevelopment, the Grand Avenue rail overpass provides the principal access to the main road network for the whole precinct. Capacity for future increased truck and car movements, including B-doubles and containers at mass limits, requires effective management.
- It is recommended that should this proposal go ahead, the proponent prepare a Traffic Impact Statement that includes the following:
 - commercial vehicle movements servicing the proposed development, including waste collection, retail deliveries, office deliveries and trades;
 - commercial vehicle movements to/from nearby light and heavy industrial sites, including the Camellia precinct; and
 - through freight movements on James Ruse Drive, including the need to coordinate traffic signals on James Ruse Drive, and movements to/from the Grand Avenue rail overpass.
- Noise assessments should also consider, and through design mitigate, the impact of:
 - heavy vehicle movements on James Ruse Drive and the Grand Parade;
 - the increased stopping/starting associated with the additional traffic signals proposed on James Ruse Drive (using both engine and friction brakes). These movements will continue to occur 24/7; and
 - the potential for 24 hour rail operations and maintenance, including future diesel locomotive movements on the Sandown branch line if rail operations resume.