

Robert Cologna
Service Manager Land Use Planning
Parramatta City Council
PO Box 32
Parramatta NSW 2124

Planning Proposal 181 James Ruse Drive Camellia

Dear Mr Cologna *Rob.*

Thank you for your letter dated 2 March 2015 regarding the above. Your letter sought clarification of the advice previously provided by Transport for NSW (TfNSW) relating to matters to be addressed before the proponent's planning proposal could be considered for public exhibition.

TfNSW recognises that *A Plan for Growing Sydney* specifically references the Camellia Precinct of which this development is a part at *Direction 1.2: Grow Greater Parramatta*. Specifically direction 1.2.1 states:

- a) Action 1.2.1: Grow Parramatta as Sydney's second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia;

I note that delegated Gateway approval for the planning proposal to proceed was given on 8 August 2014.

Therefore there is strategic support for the subject development at 181 James Ruse Drive within the Camellia Precinct and it is recognised that the development has a potential role in assisting to achieve the above and other NSW Government policy objectives. As a summary response to your letter I can advise that:

- The inclusion of a 'satisfactory arrangements' clause being placed in the planning proposal that is placed on public exhibition and the inclusion of the TfNSW letter of 12 February 2015 as part of the exhibition material is endorsed. Further detail is provided in the annexure to this letter.
- The preparation of a TMAP and the undertaking of further modelling preferably using the mesoscopic model developed by TfNSW and Roads and Maritime as base case is endorsed.

- Provided that the traffic modelling, Transport Management Accessibility Plan (TMAP) and Voluntary Planning Agreement are concluded (and potentially re-exhibited) prior to the finalisation of the rezoning proposal (gazettal) then the sequencing of these issues for public exhibition purposes is regarded as an issue for Council as Planning Authority to determine.
- TfNSW would collaborate with Council in the development of the full suite of mitigating transport infrastructure. However, instead of having TfNSW as a co-signatory to the VPA for the final suite of infrastructure between Council and the proponent, the preference is that any infrastructure identified that was wholly State infrastructure would be the subject of a separate VPA between the proponent and Department of Planning and Environment.
- The preparation of a draft Site Specific Development Control Plan (DCP) to guide future development of the site is endorsed.
- A response to the proponents draft Statement of Commitments is attached in the annexure.

From the TfNSW perspective the overarching issue with this planning proposal is the need for significant further work by the proponent to demonstrate how the transport impacts from the development on the State transport network can be mitigated and also how the proponent may be able to assist to achieve strategic transport outcomes including by making provision for the connection of Parramatta to other Western Sydney Centres by light rail. Further detail is provided at **Tab A**.

The contact for this proposal remains Tim Dewey, Senior Transport Planner who may be contacted on 8202-2188 or alternatively tim.dewey@transport.nsw.gov.au

Yours sincerely



Anissa Levy
Deputy Director General
Planning

17/4/15

CD15/03742

Tab A

Responses to Councils letter of 2 March 2015

As previously advised TfNSW supports the development of a TMAP developed in conjunction with the TfNSW Parramatta City Mesoscopic Model to identify how this and other nearby developments impact regional traffic flows as well as to identify the optimal suite of transport impact mitigation infrastructure. TfNSW and RMS can provide the base mesoscopic model and would appreciate the opportunity to:

- collaborate on input assumptions; and
- review the outputs of the modelling particularly any infrastructure response.

It is noted that Parramatta City Council (Council) proposes to exhibit the planning proposal with the omission of the previously proposed Camellia ferry wharf proposal and alongside a 'satisfactory arrangements' clause for as yet un-determined State and local transport infrastructure. It can be advised that provided the revised modelling, TMAP and VPA are:

- concluded to TfNSW and Roads and Maritime satisfaction; then
- re-exhibited for public comment

Then it is considered that the sequencing of these issues is an issue for Council as Planning Authority to determine.

It is suggested that the proponent should demonstrate at least in-principle land owner consent for any transport infrastructure proposals involving privately held lands that they propose or otherwise advise an alternative intersection response on lands wholly held by the proponent.

TfNSW Planning Division and Roads and Maritime officers would collaborate with Council and the proponent in the development of the full suite of mitigating transport infrastructure arising from this development. However, instead of having TfNSW as a co-signatory to the VPA for the final suite of infrastructure between Council and the proponent as is currently proposed, the preference is that any infrastructure identified that was wholly State infrastructure would be the subject of a separate VPA between the proponent and Department of Planning and Environment.

Council's proposal to develop a site specific Development Control Plan (DCP) provisions is endorsed. TfNSW Freight and Regional Development Division has experts in noise who can assist this process in development and or review. Sydney Trains has requested involvement in the development of the DCP from inception. This will ensure:

- Sydney Trains concurrence requirements can be included from the outset; and
- Disability access from the development to the perimeter of Camellia Station can be ensured.

The issue of adjacent railway corridor asbestos contamination sampling, potential railway corridor remediation and ongoing railway corridor access as an issue that could be included in VPA negotiations is endorsed. This in no way diminishes the seriousness of potential asbestos contamination on the Carlingford Line as a safety matter.

Sydney Trains would also like to be consulted as an adjacent landowner prior to the commencement of any asbestos sampling or removal on the proponent's own site so that the safety of workers and passengers is protected.

Response to draft proponent letter of offer

The letter from council also contained a draft letter of offer from the proponent. The following advice is offered in respect to that letter to guide the proponent's future consideration of the issues:

- The proposal to provide a fixed sum of money (\$875,890) toward providing a cyclist/pedestrian lane on any future light rail bridge over Parramatta River is declined. Instead the proponent is encouraged to develop their own bridge infrastructure incorporating land owner consent for the opposite bank alongside an identified long term maintenance provider.
- The proponent's commitment to various external traffic and transport upgrades is encouraged and TfNSW offers assistance to refine these upgrades as part of the modelling development, TMAP and Statement of Commitment process.
- The proponent's offer to provide 120 commuter car parking spaces for Camellia Station (also a potential future light rail station) is noted. There is support for further work been undertaken by the proponent to develop further detail around their proposal and also to understand the traffic implications of this proposal through the modelling and TMAP process.