

20 October 2022

TfNSW Reference: SYD22/01178/01  
Council Reference: PP2022/0004

Mr Peter J Fitzgerald  
General Manager  
Cumberland City Council  
16 Memorial Avenue, Merrylands NSW 2160  
PO Box 42, Merrylands NSW 2160

Dear Mr Fitzgerald,

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**RE: PRE-PLANNING PROPOSAL, 25 SOUTH PARADE, AUBURN**

Transport for NSW (TfNSW) appreciates the opportunity to comment on the above proposal, which was referred to us by Council in correspondence dated 26 September 2022.


TfNSW has reviewed the exhibited documentation supporting the Pre-Planning Proposal. We note that the proposal for the site seeks to amend the *Cumberland Local Environmental Plan 2021* (the LEP) to:

- Amend the Additional Permitted Uses Map for the subject site to identify the site for additional permitted uses referenced in Schedule 1 of the LEP;
- Amend Schedule 1 to include a provision relating to the subject site that would permit development for the purposes of health services facilities, office and business premises; and
- Amend the Height of Buildings (HOB) Map for the subject site to establish a maximum HOB of 9m.

TfNSW's detailed comments are provided in **Attachment A**. It is requested that the comments provided are satisfactorily addressed and/or considered by Council and the Local Planning Panel *prior* to any submission of the planning proposal to the Department of Planning and Environment (DPE) for Gateway review.

Should you have any questions or further enquiries in relation to this matter, please don't hesitate to contact Senior Land Use Planner – Andrew Popoff on 0413 459 225 or via email: [Andrew.Popoff@transport.nsw.gov.au](mailto:Andrew.Popoff@transport.nsw.gov.au)

Yours sincerely



Peter Mann  
**A / Senior Manager Strategic Land Use**  
**Land Use, Network & Place Planning, Greater Sydney Division**

## **Attachment A: TfNSW comments on the Pre-Planning Proposal, No 25 South Parade, Auburn**

(20 October 2022)

### **Comment / Recommendations – Sydney Trains:**

- The proposed allowable Building Height of the subject area located adjacent to Sydney Trains rail corridor, the Main Western Line, west of Auburn Station and land owned by Transport Asset Holding Entity (TAHE), whilst supported in principle, will require future potential Applicants/Developers to approach Sydney Trains early in the design process (as part of pre-DA discussion) to ensure that all relevant Sydney Trains matters of consideration are taken into account and are incorporated into the future design of the development. These considerations include relevant requirements and standards within *State Environment Planning Policy (Transport and Infrastructure) 2021, 'Development Near Rail Corridors and Busy Roads – Interim Guidelines', Asset Standards Authority, etc.*
- Council should also consider how this future development site will be serviced. Sydney Trains will not allow private party (i.e. developer/landowner) services to utilise its corridor (especially for drainage) and requests that such matters be considered early in the process to ascertain the need for an alternate solution, collection of developer contributions, or re-consideration of development potential. Sydney Trains is happy to discuss such items early in the process.
- Sydney Trains may also have a number of High Voltage aerial powerlines off the corridor in the local streets which should be accounted for as that can impact greater dwelling densities. Depending on the voltage, developments will need to be setback from these powerlines, and this may affect development potential. Council should consider the collection of developer contributions where risk mitigation is required to enable the undergrounding of the overhead powerlines, and possibly have this work done prior to development applications being lodged.
- There is an existing easement along the western and southern boundary of the subject site, which benefits Sydney Trains. No work is permitted within the rail corridor or any easements which benefit Sydney Trains / TAHE (Transport Asset Holding Entity), at any time, unless the prior approval of, or an Agreement with, Sydney Trains / TAHE (Transport Asset Holding Entity) has been obtained by the Applicant.
- Future health services facilities development on the site would be impacted by train noise and vibration, as the site is close to the Auburn Railway Line. An Acoustic report in accordance with the DPE's interim guidelines must be provided along with the future development application to ensure that the health services facilities development will account for vibration and noise from the rail corridor.
- An adequate setback must be maintained across the entire length of a new development as it abuts the common boundary with the rail corridor, this is required for future constructability and maintenance purposes. Setbacks from TAHE owned land should also take into consideration potential for re-purposing of the rail land at a later time if / when it is no longer required for rail purposes.
- Any future proposal must be supported by a Traffic Management Plan for the construction phase, and future operation phase, to demonstrate that additional vehicular movements in and out of the site do not pose queuing issues along the South Parade overbridge, and potentially obstruct rail corridor access. The rail corridor access point/s must not be blocked at any stage during the construction and operation phases

of future developments on the subject site. Rail bridge load restrictions must also be considered and adhered to, as related to construction-related vehicles.

- Transport for NSW Property & Commercial Services (TfNSW P&CS) has the delegation to act on behalf of Transport Asset Holding Entity (TAHE – formerly known as RailCorp) TAHE, the landowner of rail land. As TAHE is a landowner within the subject area, it is requested that Council and future nearby developers liaise with TfNSW Property & Commercial Services throughout each stage of the planning and development process of this site. We can be contacted via [DA\\_sydneytrains@transport.nsw.gov.au](mailto:DA_sydneytrains@transport.nsw.gov.au).

**Comment / Recommendations – Traffic and Parking Impact Assessment Report / VPA letter of Offer:**

- TfNSW supports the following Recommendation / Conclusion made within the exhibited Traffic and Parking Impact Assessment Report, which states:

*“In order to provide pedestrian safety and to encourage public transport use of any activity at the site, it is highly recommended that a pedestrian crossing on the western approach be constructed at the signalised intersection of South Parade with Alice Street. This is an existing infrastructure deficiency.”*

We note through the exhibited documentation that the proponent is willing to consider entering into a Voluntary Planning Agreement (VPA). Should this proposal obtain Gateway Approval, TfNSW would recommend that any future supporting VPA with this site include a commitment to construct / implement a signalised pedestrian crossing on the western side of the signalised intersection of South Parade / Alice Street.

- On pages 11 and 12 of the Traffic and Parking Impact Assessment Report (i.e. Figures 6c and 6d), the Consultant has incorrectly modelled the signalised intersection of South Parade / Rawson Street. Their SIDRA layout has the South Parade approach as dual left and single right, when this approach is actually single left and dual right. This needs to be corrected as it will have an impact upon the traffic modelling results at this intersection.