

17 July 2018

Our Reference: SYD18/00268/01 & SYD18/00270/01
Council Ref: DA/46/2018 & DA/47/2018

The General Manager
Parramatta City Council
PO Box 32
Parramatta NSW 2124

Attention: Matthew Di Maggio

Dear Sir/Madam

**CONSTRUCT RESIDENTIAL & COMMERCIAL BUILDING AND BASEMENT CARPARK
6-7 PARRAMATTA SQUARE, PARRAMATTA**

Reference is made to our previous letter dated 10 April 2018 in response to Councils letter dated 5 February 2018 and 6 February 2018, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) in accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007*.

At the Parramatta Light Rail and Parramatta Square Coordination meeting that was held on 23 May 2018, Roads and Maritime discussed the access arrangements with TfNSW (Parramatta Light Rail Team and Sydney Coordination Office), City of Parramatta Council and Walker Corporation. The Parramatta Light Rail Team advised that the approved access arrangements to the Parramatta Square Basement Carpark will be;

1. Macquarie Street will be restricted to one eastbound lane between Church Street and Harris Street with the exception of the section between Horwood Place and Smith Street which would be light rail only.
2. Access and egress to the existing Parramatta Square basement car park entrance (adjacent to the eastern end of the Parramatta Square Stop) would be maintained during construction and operation of the project.
 - a. Access will be provided via the signalised intersection of Smith Street and Macquarie St only.
 - b. A right hand turn from Smith Street (southbound) to Macquarie St (westbound) will be permitted.
 - c. A left hand turn from Smith Street (northbound) to Macquarie St (westbound) will be permitted.
 - d. All movements (left, right and straight) will be permitted from Macquarie St (eastbound) at the intersection with Smith Street.

Following this, the applicant was requested to update the Traffic Impact Assessment (TIA) and revise the traffic modelling with the access arrangement described above.

Roads and Maritime has reviewed the amended TIA and raises no objections to the proposed development subject to the following conditions being included in any consent issued by Council;

1. That the applicant submit an updated Construction Pedestrian Traffic Management Plan in consultation with the Sydney Coordination Office (SCO) to consider the potential impacts of the proposed development on the surrounding road network including the safe movement of public transport customers and buses to and from bus stops and bus layover locations. The CPTMP needs to include, but not be limited to, the following:
 - Location of all proposed work zones;
 - Haulage routes;
 - Construction vehicle access arrangements;
 - Proposed construction hours;
 - Estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements;
 - Maintain pedestrian access from the station to the north at all times during construction;
 - Traffic and public transport customer management in the vicinity of the development, including the bus interchange;
 - Details of any temporary structures within the surrounding road network.
 - Timing of and reinstatement standards for footpath and road openings
 - Consultation between Sydney Coordination Office and the Applicant.
 - Construction program highlighting details of peak construction activities and proposed construction 'Staging';
 - Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
 - Cumulative construction impacts of projects including the Parramatta Light Rail and major developments within Parramatta CBD. Should any impacts be identified, the duration of the impacts; and
 - Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CTMP.
2. The layout of the proposed basement car park area associated with the subject development should be in accordance with AS 2890.1 -2004 and AS2890.6 2009.
3. All loading and servicing should be provided for wholly within the development and the proposal should not rely on the surrounding on street parking to fulfil the developments loading and car parking requirements. The number of car parking spaces and loading bay spaces are to be to Council satisfaction.
4. Sight distances from the proposed vehicular crossings to vehicles are to be in accordance with Austroads 'Guide to Traffic Engineering Practice, Part 5 Intersections at Grade, Section 6.2 – Sight Distance and AS 2890. Vegetation and proposed landscaping must not hinder sight lines to and from the vehicular crossings to pedestrians, cyclists, and general traffic.
5. All vehicles are to enter and exit the site in a forward direction and are to be wholly contained on site before being required to stop.
6. Bicycle parking associated with the subject development should be in accordance with AS 2890.3 (Bicycle Parking Facilities). Consideration should also be given to providing end-of-trip facilities within the commercial development to support and encourage active transport to the subject development.

7. During peak periods, a high volume of buses use Station Street /Smith Street and the Station Street bus layover. The Station Street bus layover is a critical layover facility at Parramatta Interchange and it is essential that the construction works at Darcy Street do not impede bus access to and from the layover facility.

Therefore, a Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on traffic flows on Smith Street, Macquarie Street and Darcy Street during construction activities.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Nav Prasad by email at development.sydney@rms.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Aleks Tancevski', with a stylized, wavy line extending to the right.

Aleks Tancevski
Senior Land Use Planner
South East Precinct – Sydney Division