

Our Ref: 00606506

Mr Jack Prail  
jack@platino.com.au

Dear Mr Prail

Thank you for your correspondence to the Minister for Transport and Infrastructure about capacity on the Inner West Light Rail. I have been asked to respond to you.

I note your comments and appreciate the reasons that prompted you to write.

As you are aware, the Inner West Light Rail is very popular with customers. You may be assured Transport for NSW regularly reviews patronage, demand and anticipated growth for additional light rail services. I am advised that since July 2015, 185 additional services have been added for peak and inter-peak periods and Saturdays.

You may be interested to know, the Inner West Light Rail between Central and Dulwich Hill will receive an extra 35 services from August 2018. The increased frequency of services will assist in reducing crowding and wait times for customers during peak periods when it is needed most.

I understand that Mr Terry Brown, Director of Rail Services Contracts at Transport for NSW contacted you on 3 August 2018. He informed you that your queries about rapid bus and Parramatta road upgrades were referred to the Land Use Planning & Development area. I also understand that a meeting was arranged for 17 August 2018 with Mr Billy Yung, Senior Transport Planner, and Mr Mark Ozinga, Principal Manager of Land Use Planning & Development, to discuss your queries.

Thank you for taking the time to write.

Yours sincerely



22/8/2018

**Terry McSweeney**  
**Principal Manager, Ministerial & Government Services**  
**Customer Relations & Government Services**

Mr Jack Prail  
Assistant Development Manager  
Platino Property Pty Ltd  
Suite 11, 20 Young Street  
NEUTRAL BAY NSW 2089

Dear Mr Prail

### **Planning Proposal for 67-75 Lords Road, Leichhardt**

Thank you for your email dated 17 August 2018 inviting Transport for NSW (TfNSW) to provide pre-Gateway comment on the subject proposal. It is noted from our meeting on 17 August 2018 that the subject proposal is under consideration by Inner West Council in respect to it proceeding to the Department of Planning & Environment for a Gateway determination.

TfNSW has liaised with Roads & Maritime Services on the proposal. However, the contents of this letter do not necessarily reflect a formal position from Roads & Maritime Services, and it is recommended that you consult separately with them.

The documents attached to the above email have been reviewed and the following comments are provided for your consideration:

#### Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

The subject Planning Proposal is within the Parramatta Road Corridor and is therefore subject to the policy objectives and directions outlined in the PRCUTS. Your attention is drawn to the relevant Section 117 local planning directions published on the Department of Planning & Environment website.

The subject site is located within the Taverners Hill Precinct of PRCUTS and ideally the subject proposal should be prepared following the preparation of a traffic study for that precinct, which is required under the Implementation Plan for PRCUTS. Road and other infrastructure upgrades are preliminarily identified in the Infrastructure Schedule for PRCUTS and the precinct-wide traffic study would establish further details in relation to those upgrades.

It is noted that the subject proposal has addressed the “out of sequence” criteria, but this is a matter primarily for Council’s consideration. TfNSW is of the view that Council as the planning authority should consider the subject proposal on the basis of demonstrating compliance with the Section 117 Direction regarding:

- Consistency between the planning controls proposed in the subject proposal and the recommendations of the PRCUTS in accordance with the “out-of-sequence” checklist criteria;

- Adequacy of existing transport infrastructure to accommodate the additional demand generated by the subject proposal; and
- Identify suitable funding mechanism towards the regional infrastructure identified in the Implementation Plan of PRCUTS on an equitable basis as required by the relevant authority.

In this regard it is noted that the proposed planning controls (Zoning, Maximum building height and FSR) are consistent with the recommendations of the PRCUTS. It is also considered that the location of the subject site is within reasonable walking distance of existing light rail and bus services. Nevertheless it is essential for Council to resolve an approach to how the PRCUTS requirement for completion of the aforesaid precinct traffic study prior to any rezoning will be addressed. The subject proposal has included a list of infrastructure items which could be delivered (through SIC or VPA commitment) to support the proposed development. Council should further establish the details to inform a draft planning agreement that form part of the planning proposal, should it proceed to Gateway.

#### Site Specific DCP

It is noted the Preliminary Planning Proposal indicates that a site specific Development Control Plan (DCP) will be prepared. TfNSW is of the view that the DCP should include requirements for traffic and transport facilities and maximum car parking provision consistent with the rates outlined in the PRCUTS.

Comments are also provided on the Traffic and Parking Impact Assessment Report included in **Tab A**.

For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner at [Billy.Yung@transport.nsw.gov.au](mailto:Billy.Yung@transport.nsw.gov.au).

Yours sincerely



6/9/2018

Mark Ozinga  
**Principal Manager, Land Use Planning and Development  
 Freight, Strategy and Planning**

CD18/07546

**Tab A – Comments on Traffic and Parking Impact Assessment Report prepared by  
The Transport Planning Partnership dated 9 August 2018**

The following comments are provided on the subject report:

- Table 6.1 of the report summarises the tenancy breakdown of the existing development. It is assumed that the tenancy are grouped into similar use for the applying relevant trip generation rate;
- Clarification is required for trip generation rate applied to Gymnasium. The adopted rate is meant for evening peak hour trip generation as recommended in the *Guide to Traffic Generating Developments*;
- Clarification is also required for having tenancy of academic function (i.e. Art School, Pottery classes, Kung Fu Classes) under Office/Community Space. The adopted trip rate should be justified;
- A traffic generation survey had been conducted in 2013 and it is recommended that an updated survey should be conducted to inform any changes to the existing traffic condition.
- The traffic assessment should take into account of the future traffic condition after the full completion of the proposed development (i.e. 10 years background traffic growth + proposed development).
- TfNSW supports the promotion of sustainable modes of travel including buses, walking and cycling, that tend to reduce car dependency. The proposal, including the traffic report, contains limited information in regard to each of these forms of transport to and within the area affected by the proposal. Provision of active transport linkages has been identified in the vicinity of the subject site under the PRCUTS and therefore the proposal should demonstrate, to the greatest extent possible, that the aims and objectives of the State Government policies in regard to this matter is supported.
- It is appreciated that the report provided an outline of demand management initiatives (refers to Section 7.5). However, it is requested that this section should be further elaborated with details of the proposed measures. In particular,
  - More details should be provided on how to *create high quality pedestrian/shared environments and cycling facilities to encourage cycling and walking*. It is noted that the subject site is within reasonable walking distance to the two light rail stops via Greenway and possible improvement to this linkage could be investigated as part of this proposal.
  - The green travel measures suggest *provision of reduced car parking within the site to limit availability of car parking spaces to reduce car ownership*. However, it is noted that a higher rate exceeding the recommendation of the PRCUTS is proposed in Section 5.1.4.
  - The post occupation program of on-going monitoring and evaluation will be important with initiatives reviewed and refresh as appropriate to achieve modal targets. The measures suggested in the Green Travel Plan initiatives should include a successor travel plan coordinator to be nominated following the initial period stipulated by the consent authority to ensure the travel plan remains active in the future.

## George Revay

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**Subject:** FW: Transport NSW Leichhardt Light Rail Services  
**Attachments:** image004.jpg; image001.jpg; image004.jpg

**From:** Sangar, Para [mailto:[Para.Sangar@transport.nsw.gov.au](mailto:Para.Sangar@transport.nsw.gov.au)]  
**Sent:** Monday, 9 July 2018 2:53 PM  
**To:** Jack Prail <[jack@platino.com.au](mailto:jack@platino.com.au)>  
**Cc:** Ozinga, Mark <[Mark.Ozinga@transport.nsw.gov.au](mailto:Mark.Ozinga@transport.nsw.gov.au)>; Brown, Terry <[Terry.Brown@transport.nsw.gov.au](mailto:Terry.Brown@transport.nsw.gov.au)>  
**Subject:** RE: Leichhardt Light Rail Services

Hi Jack

As discussed this morning, TfNSW would constantly review the patronage for the inner west light rail services and would increase the services if required.

Should you have any further queries, please contact me.

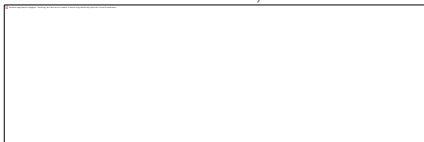
Regards

Para

Para Sangar  
Senior Transport Planner  
Freight, Strategy and Planning

### Transport for NSW

T 0466 024 892  
241 O'Riordan Street, Mascot NSW 2020



SENSITIVE: NSW GOVERNMENT

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**From:** Jack Prail [mailto:[jack@platino.com.au](mailto:jack@platino.com.au)]  
**Sent:** Monday, 9 July 2018 2:49 PM  
**To:** Sangar, Para  
**Cc:** Paula Mottek; George Revay  
**Subject:** RE: Leichhardt Light Rail Services

Dear Para,

Thanks again for speaking with me this morning.

**RE: Leichhardt Light Rail Services**

I refer to the above matter and to our previous correspondence with you.

Platino Properties is currently preparing a planning proposal to rezone land within 250m of the Marion Street light rail station at 67-73 Lords Road, Leichhardt, in accordance with the Parramatta Road Corridor Urban Transformation Strategy.

One of the requirements of the planning proposal is that an "Out of Sequence Checklist" is completed to demonstrate that, among other things, appropriate services are available to accommodate the future development of the site to provide for residential apartments.

As part of the checklist, we are seeking confirmation from Transport for New South Wales (TfNSW) to the effect that:

- the Marion Street light rail will be capable of servicing the rise in passengers generated by a 230-unit apartment development; or

- that additional cars could be added to the light rail system if required.

For this purpose, can you please confirm that TfNSW undertakes annual monitoring of the light rail capacity, and is able to re-evaluate the services needed to satisfy demand, increasing the number of cars where necessary?

I thank you in advance for your assistance in this matter. Please do not hesitate to contact me if you require any further information.

Sincerely,

Regards,

**Jack Prail**

Assistant Development Manager

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