Attachment A8

Transport impact assessment
Serviced apartments development

ARUP

Wentworth

84 Parramatta Road, Camperdown

Transport Impact Assessment – Serviced Apartments

Reference: 304985-00

Final Rev 04 | 22 September 2026



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 304985-00

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1. Introduction

1.1 Background

This Transport Impact Assessment (TIA) report is submitted to the City of Sydney on behalf of Wentworth in support of the proposed serviced apartments development at 84 Parramatta Road, Camperdown. The report assesses the transport and traffic impacts of the proposal and identifies measures to support safe and efficient access for all modes.

1.2 Proposal overview

This Planning Proposal seeks approval for the amendment of Floor Space Ratio (FSR) and Height of Buildings in the Sydney Local Environmental Plan 2012. Specifically, approval is sought for the following:

84 Parramatta Road

- A new mapped maximum height of 30 metres.
- A new mapped maximum floor space ratio for the Veriu site (84 Parramatta Road) of 4.5:1, retaining the mixed-use zone on the site.
- Amendments to the Sydney Development Control Plan 2012 (Sydney DCP 2012) to address site specific outcomes.
- Full details of the proposed amendments are outlined in the Planning Proposal Report prepared by Colliers Urban Planning.

1.3 Purpose of this report

The purpose of this report is to support the Planning Proposal (PP). The report summarises the existing transport conditions and assesses the likely traffic on the surrounding road network during the operation of the Proposal.

This report also assesses the internal traffic network within the Site, including access arrangements, internal circulation and loading dock operations. In addition, an outline Framework Travel Plan (FTP) and a framework Construction Traffic Management Plan (CTMP) will also be included as individual chapters in this report. The FTP is provided to support sustainable travel behaviours to and from the Proposal. The CTMP will establish the objectives and principles of traffic management during construction.

2. Existing transport environment

This section of the report details the existing transport network surrounding the development Site.

2.1 Site location

The site is located at 84 Parramatta Road, Camperdown within the City of Sydney Local Government Area (LGA). The site is situated on the traditional land of the Gadigal people.

The land is owned by the University of Sydney and is located on the opposite side of Parramatta Road from the main University of Sydney Camperdown/Darlington campus. The site fronts Parramatta Road along its southern boundary and is bounded by a mixture of uses to the north, east, and west of the site. The site is located just 4km south-west of the Sydney CBD, and 2.5km west of Central Station, and is currently largely used by the University of Sydney for university purposes. The site's locational context is shown at Figure 1.



Figure 1: Site location

2.2 Road network

2.2.1 Parramatta Road

Parramatta Road is a major arterial road that runs in an east-west direction along the southern boundary of the Site. It is a two-way road generally configured with three lanes in each direction inclusive of kerbside bus lanes. The section of Parramatta Road that runs past the Site is subject to a posted speed limit of 60km/h and has parking restrictions during bus lanes hours of operation from 6am to 10am and 3pm to 7pm weekdays.

2.2.2 Ross Street

Ross Street runs in a north-south direction approximately 350m to the east of the Site. It is a two-way road generally configured with one lane in each direction with kerbside car parking provided for permit holders

on the eastern side of the road between Parramatta Road and St Johns Road and both sides of the road between St Johns Road and Bridge Road. This section of Ross Street provides a highway frontage to residential and commercial properties and is subject to a 50km/h posted speed limit.

2.2.3 Bridge Road

Bridge Road is a two-way road that runs in a northeast to southwest direction approximately 130m to the north of the Site. The section of road that runs to north of the Site is generally configured with one lane in each direction with on-street segregated cycle lanes on both sides of the road. This section of Bridge Road is a designated clearway with parking restrictions on both sides of the road and a posted speed limit of 40km/h.

2.2.4 Sparkes Street

The existing vehicular access to the Site is from Sparkes Street. Sparkes Street is a local road that runs in an east-west direction between the eastern boundary of the Site and Short Street. Sparkes Street is intersected by Larkin Street. The section of Sparkes Street between the Site access and Larkin Street is a two-way road with parking and stopping restrictions on the southern side of the road. On-street parking on the northern side of the road reduces the effective carriageway width to approximately 3.5 metres, which limits the ability for two vehicles to pass simultaneously.

2.3 Walking environment

The walking accessibility of the Site is very good due to its location in an urban setting close to Sydney CBD. Most roads in the surrounding area have footpaths on both sides, and intersections have pedestrian facilities for crossing.

A walking accessibility assessment for the 10, 15 and 20-minute walking catchments has been undertaken and is shown in Figure 2. Within the 10-minute catchment, there are ten bus routes, with eight of them stopping on Parramatta Road, at the bus stop directly outside the Site. One additional bus route is accessible within the 15-minute walking catchment. To the north two light rail stops along the L1 line are accessible within the 20-minute walking catchment, as well as an additional seven bus routes. The train stations that service the T2 and T3 lines are just outside the 20-minute walking catchment.



Figure 2: Walking accessibility

2.4 Cycling environment

The cycling accessibility of the Site is good due to its location in an urban setting and the presence of separated and shared use cycleways and paths as shown in Figure 3. Parramatta Road does not have any cycling infrastructure located along it. However, Bridge Road to the north has a separated off-road cycleway which connects into a network of off-road shared paths to the north of the Site.

A cycling accessibility assessment has been undertaken for the 10, 20 and 30-minute cycling catchments as shown in Figure 4. Four train stations and three light rail stops are located within the 10-minute cycling catchment. These train stations service the T2 and T3 rail lines and offer connections to the Sydney CBD and other key centres within Greater Sydney. The light rail stops service the L1 line connecting the Central Station to Dulwich Hill. Leichhardt, Chippendale and Stanmore are also a 10-minute cycle from the Site. Within the 20-minute catchment, additional train lines are accessible, such as the T1, T4, T8 and T9 as well as the new Metro line. Surry Hills, Balmain, Alexandria and Ashfield are all reachable within a 20-minute cycle. The Sydney CBD, Rosebery, Ashbury and Drummoyne are within a 30-minute cycle from the Site.



Figure 3: Cycling network (source: City of Sydney)

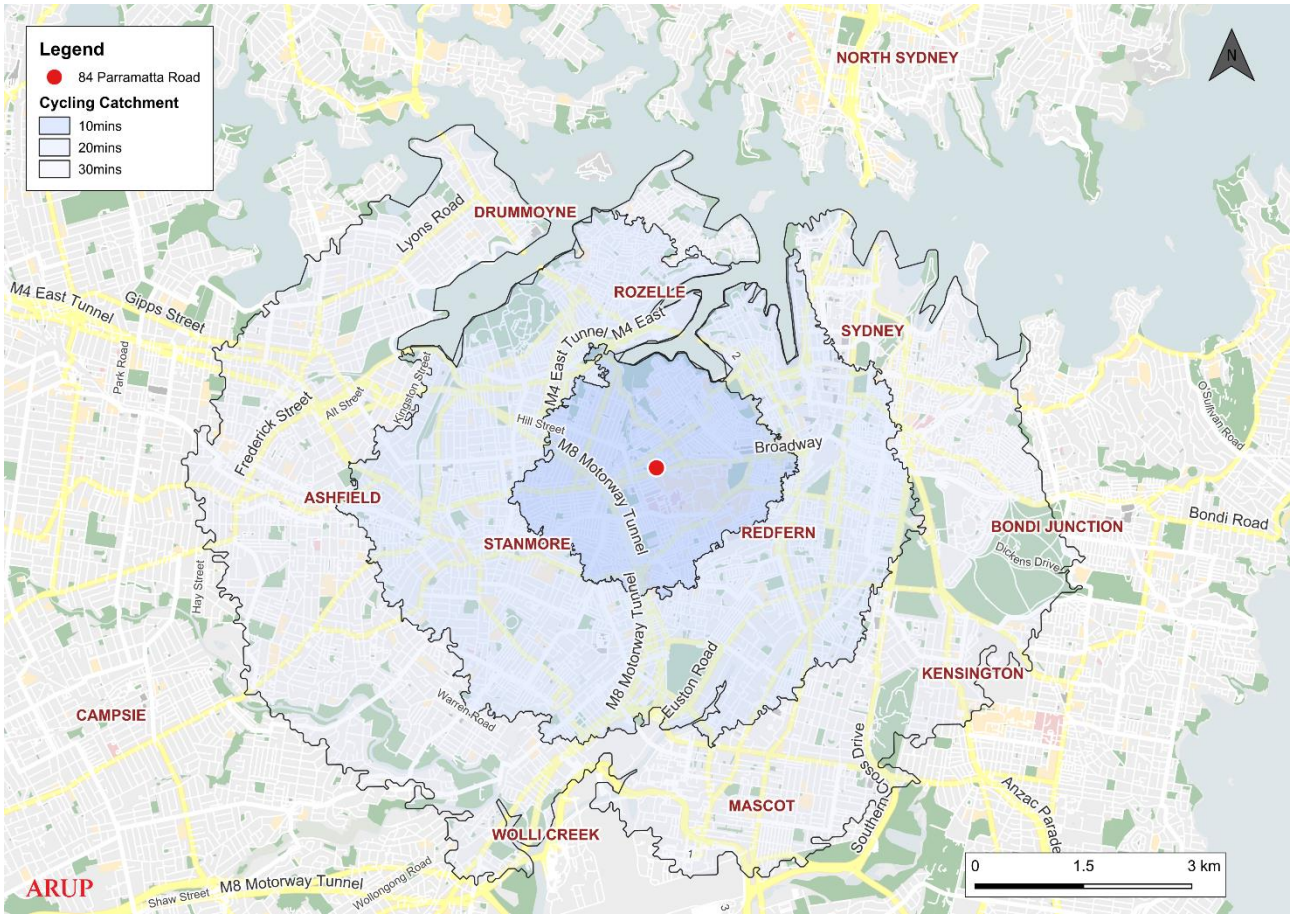


Figure 4: Cycling accessibility

2.5 Public transport

The Site is well connected to metropolitan Sydney as well as Greater Sydney via public transport. City of Sydney has categorised the Site's public transport accessibility as Category D, which is the highest level of accessibility. The train routes that service nearby stations mentioned in Section 2.3 and Section 2.4, stop at many stations around Sydney and most train lines are accessible with just one transfer. Bus services available on Parramatta Road and King Street connect the Site with other inner-city regions of Sydney.



Figure 5: Public transport accessibility (source: City of Sydney LEP)

A public transport accessibility assessment has been undertaken for the AM (arriving at 09:00) and PM (departing at 17:30) for the 15, 30, 45 and 60-minute catchments as shown in Figure 6 and Figure 7.

Public transport options available allow users to travel to/from as far as the likes of Parramatta, Chatswood and Revesby within 60 minutes. The inner city is mostly within the 45-minute catchment.

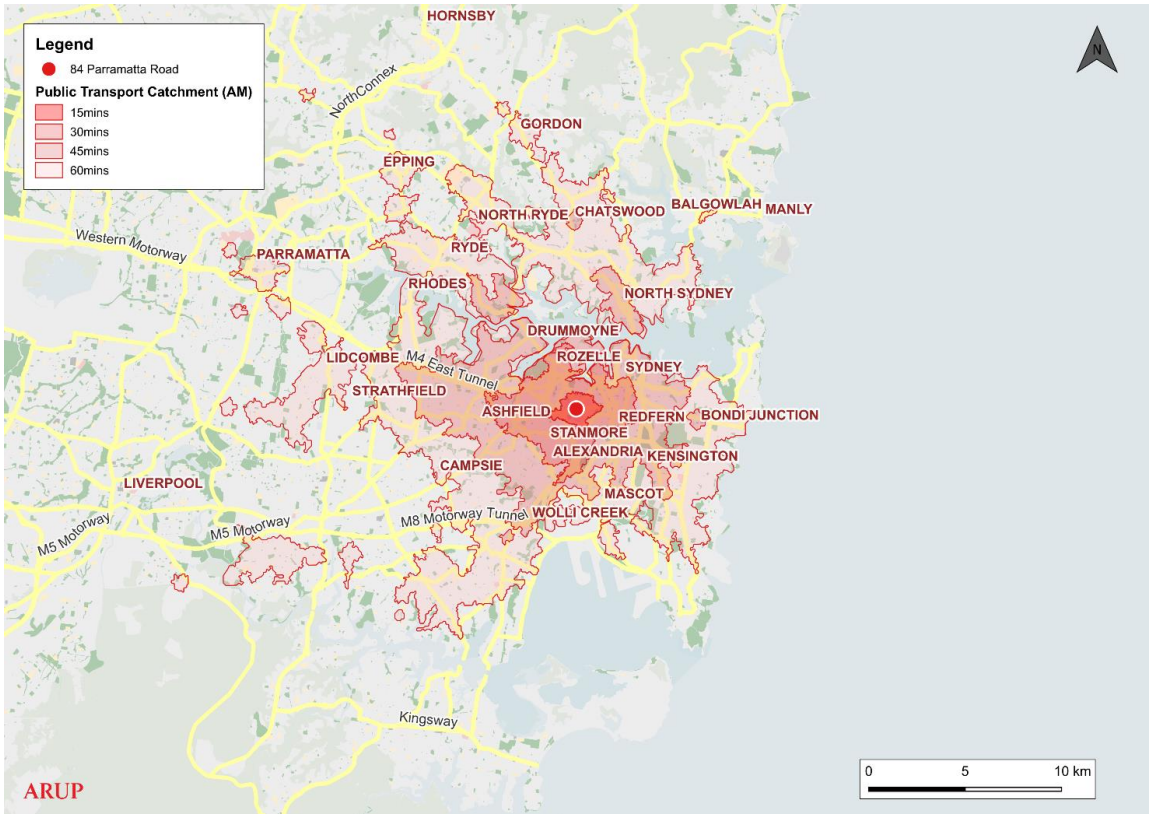


Figure 6: Public transport accessibility – AM (Arriving at the Site at 9am)

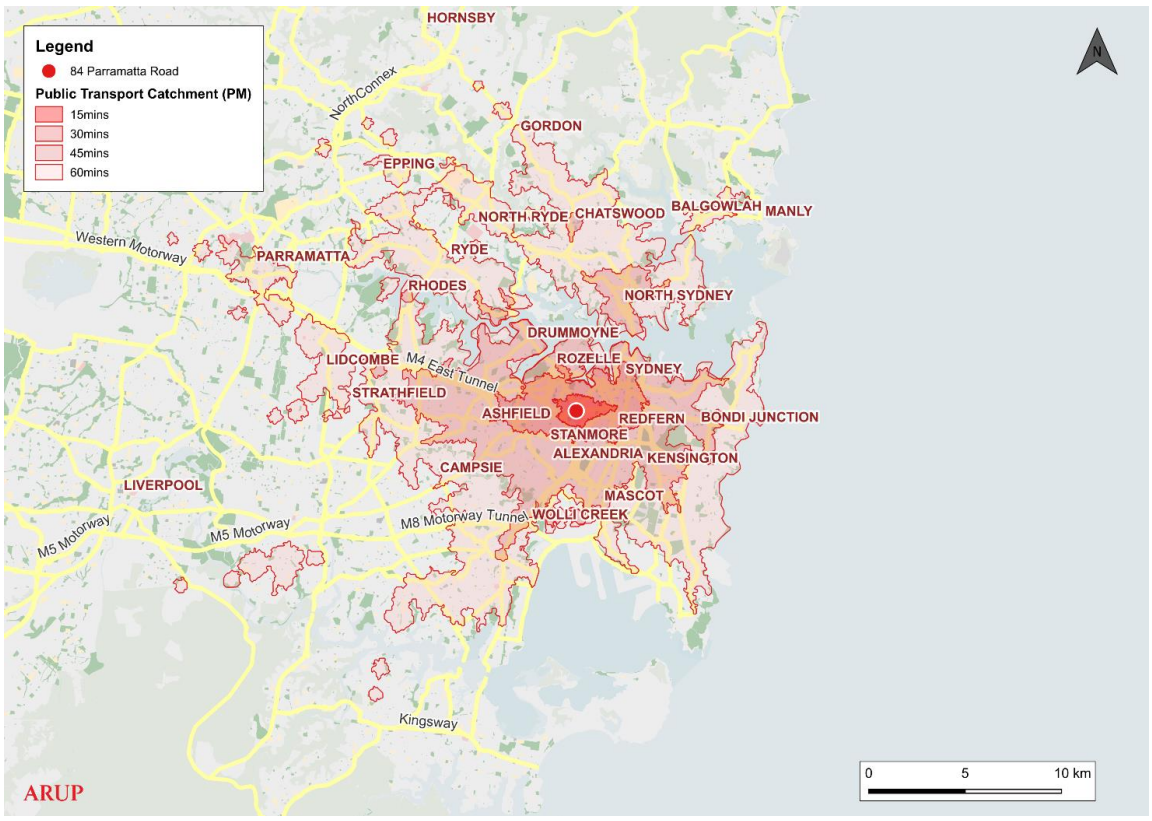


Figure 7: Public transport accessibility – PM (Departing from the Site at 5:30pm)

2.5.1 Bus

The Transdev John Holland bus routes service the roads surrounding the Site with the main routes located on Parramatta Road, King Street and Glebe Point Road. The bus routes are shown in Figure 8, whereas the bus services are summarised in Table 1.



Figure 8: Bus routes

Bus routes located within a 20-minute walk of the Site are summarised in Table 1, together with their respective service frequencies. These routes typically operate at least hourly between 6am and 9pm on weekdays and between 8am and 6pm on Saturdays and Sundays.

Table 1: Bus routes and frequency

Route	Description	Closest stop	Walk time to stop	AM Peak Hour Frequency	PM Peak Hour Frequency
352	Marrickville Metro to Bondi Junction	King Street	15 mins	2 Inbound 2 Outbound	2 Inbound 3 Outbound
370	Coogee to Glebe Point	King Street/Glebe Point Road	15 mins	6 Inbound 9 Outbound	12 Inbound 7 Outbound
412	Campsie to City Martin Place via Earlwood & Dulwich Hill	Parramatta Road	5 mins	3 Inbound 4 Outbound	2 Inbound 3 Outbound
413	Campsie and Central Pitt Street	Parramatta Road	5 mins	5 Inbound 2 Outbound	3 Inbound 4 Outbound
422	Kogarah to Central Pitt Street	Parramatta Road	5 mins	4 Inbound 4 Outbound	4 Inbound 4 Outbound

Route	Description	Closest stop	Walk time to stop	AM Peak Hour Frequency	PM Peak Hour Frequency
423	Kingsgrove to City Martin Place	King Street	15 mins	6 Inbound 5 Outbound	14 Inbound 10 Outbound
423X	Earlwood Shops to Martin Place	King Street	15 mins	1 Inbound	2 Outbound
426	Dulwich Hill to City Martin Place	King Street	15 mins	4 Inbound 2 Outbound	4 Inbound 4 Outbound
428	Canterbury to City Martin Place	King Street	15 mins	6 inbound 4 Outbound	4 Inbound 6 Outbound
428X	Canterbury Station to Martin Place	King Street	15 mins	3 Inbound	3 Outbound
430	Sydenham to Central Railway Square (Loop Service)	King Street	15 mins	3 Inbound	3 Inbound
431	Glebe Point to City Martin Place	Glebe Point Road	15 mins	6 Inbound 6 Outbound	5 Inbound 6 Outbound
433	Balmain Gladstone Park to Central Pitt Street	Minogue Crescent	12 mins	8 Inbound 5 Outbound	5 Inbound 6 Outbound
438X	Canterbury to City Martin Place	Parramatta Road	5 mins	10 Inbound 6 Outbound	6 Inbound 9 Outbound
440	Bondi Junction to Rozelle	Parramatta Road	5 mins	10 Inbound 5 Outbound	6 Inbound 5 Outbound
461X	Burwood to City Domain	Parramatta Road	5 mins	6 Inbound 5 Outbound	4 Inbound 6 Outbound
469	Marketplace Leichhardt to Glebe (Loop Service)	Ross Street	10 mins	3 Inbound	3 Inbound
470	Lilyfield to City Martin Place	Ross Street	10 mins	10 Inbound 6 Outbound	7 Inbound 8 Outbound
480	Strathfield to Central Pitt Street via Homebush Road	Parramatta Road	5 mins	3 Inbound 3 Outbound	2 Inbound 8 Outbound
483	Strathfield to Central Pitt Street via South Strathfield	Parramatta Road	5 mins	4 Inbound 2 Outbound	4 Inbound 3 Outbound

2.5.2 Light Rail

The Site is not currently served directly by light rail. The closest light rail station is Glebe Station located 1.5km (a 20-minute walk) northeast from the Site. Glebe Station is part of the L1 light rail line which connects Dulwich Hill and Central Station at a service frequency of every 6 minutes during the weekday peak, 10 minutes during weekday off peak and 15 minutes on Saturdays.

Glebe Station is accessible from the Site via the 440 and 469 bus routes which both stop on Glebe Point Road within 260m walk from the light rail station.

The ALTRAC consortium has proposed a new light rail line from Parramatta Road to Green Square via Central Station. The proposed 11km route would run along Parramatta Road and Broadway, passing through Central Station and various stops along the route, before terminating at Green Square Station. If delivered, the project would significantly improve public transport within the local area and provide an alternative option to access the Site from Sydney CBD.

On 24 June 2024, City of Sydney confirmed its support for the project and committed to working with the NSW Government and other stakeholders to accelerate planning and consultation[1]. At the time of writing, the proposal remains subject to further investigation, funding consideration and statutory approvals, and no confirmed delivery timeframe has been announced.

2.5.3 Train

The nearest train station to the Site is Macdonaldtown Station which is located approximately 1.6km (a 23-minute walk) south of the Site, or a 10-minute cycle. Macdonaldtown Station is served by T2 train services which connect Parramatta to Sydney CBD via Strathfield every 8-15 minutes during peak hours. The Station is also served infrequently by T3 Liverpool and Inner West Line services.

Further from the Site, there are options for alternative rail lines. Erskineville Station is located approximately 400m south of Macdonaldtown Station and 2km south of the Site. This station is served by Sydney Trains T8 Airport and South services which connect Sydenham and Campbelltown to Sydney CBD every15 minutes during peak hours.

2.5.4 Metro

While the Site is not directly served by Sydney Metro, Metro services can be accessed from Central Station approximately 2.3km to the east of the Site (10-minute cycle). Central Station is served by the Metro M1 line which connects Tallawong to Sydenham via Sydney's CBD with services running every 4 minutes during peak hours. This line will eventually continue directly to Bankstown via the converted T3 line to metro services.

Central Station is accessible from the Site via multiple bus routes that operate along Parramatta Road and Broadway, including the 422, 412, 413 and 483. These services stop on Pitt Street within 150m of Central Station.

[1] https://meetings.cityofsydney.nsw.gov.au/ieDecisionDetails.aspx?AIId=17932

2.6 Travel behaviour

Australian Bureau of Statistics (ABS) 2016 Census data has been used to understand travel patterns. The existing mode share for the Site was calculated using the 2016 Journey to Work Census data for two Statistical Area Level 2 (SA2) Glebe/Forest Lodge and Newtown/Camperdown/Darlington, with resultant mode shares presented below in Table 2.

2016 Census data was used to approximate the existing mode share. The more recent 2021 Census data was not used due to the significant impact on movement during the COVID-19 pandemic.

Table 2: Existing mode share for SA2 (Glebe/Forest Lodge and Newtown/Camperdown/Darlington)

Mode	Mode share 2016
Private vehicle	44%
Rail	24%
Bus	14%
Walk	13%
Bicycle	3%
Motorcycle	1%
Ferry	<1%
Other	<1%
Total	**100%**

The most common mode of transport is private vehicle followed by public transport. Due to the large area of the two SA2s used the mode share is not exactly representative the Site. The Site has a Public Transport Accessibility Level Category D, as shown in Figure 5, which is the highest level. The area surrounding the Site is Category E or F. This would indicate that the Site has better access to Public Transport than the rest of the SA2's and the public transport mode share is likely higher than what is shown in Table 2.

3. Proposed development

This section describes the proposed development including proposals for pedestrian, cycle and vehicular access as well as cycle and car parking facilities.

3.1 Site layout

The Proposal includes one basement level for parking. The Site will be accessed from the north via Sparkes Street and to the south via Parramatta Road.

The Site is currently zoned for mixed use - MU1. The area surrounding the Site is zoned for infrastructure – SP2 to the south and mostly residential - R1 to the north. The Site currently comprises existing serviced apartments. A schedule of the proposed building yields can be seen in Table 3.

The reference scheme for the Veriu serviced apartment site comprises 3,545m² GFA across 9 storeys (6 existing + 3 additional) to a height of 29.3m.

Table 3: Proposed Schedule

Service Apartments (unit)	Existing	Proposed
1 Bedroom	8	20
2 Bedroom	12	16
3 Bedroom	8	8
Total	**28**	**44**

The proposed layout for the Site is shown in Figure 9.

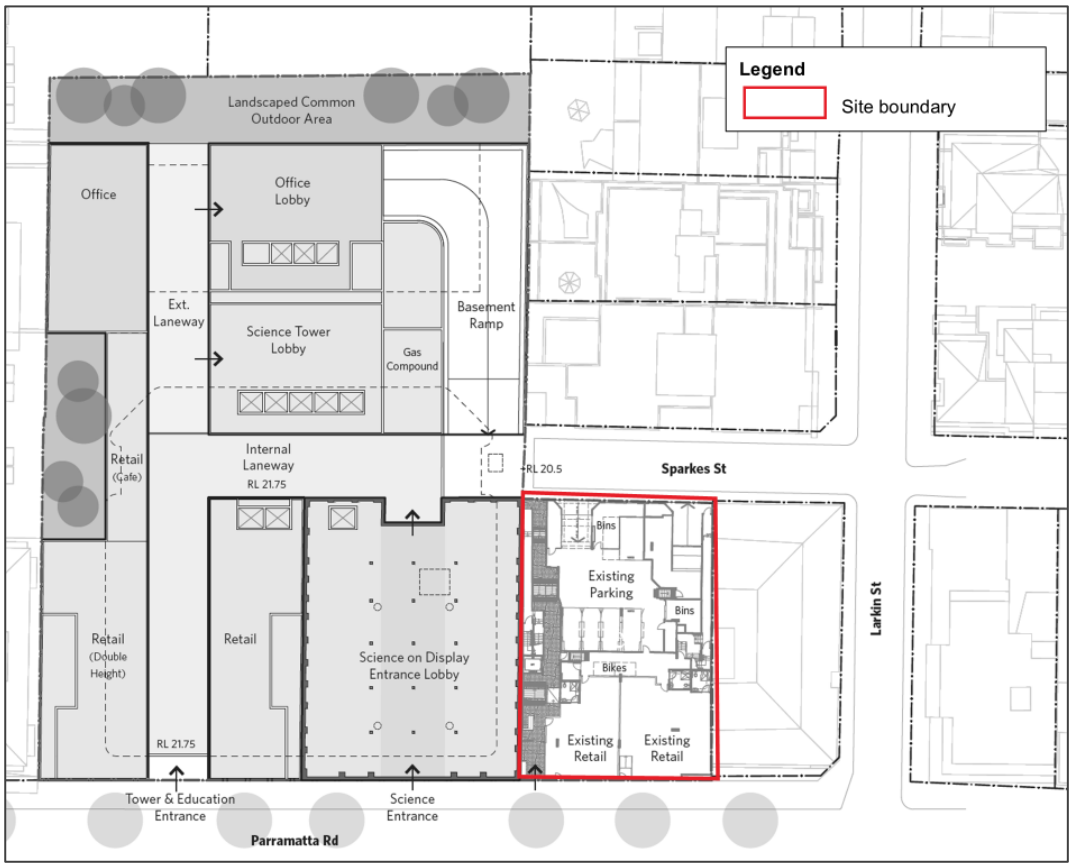


Figure 9: Proposed site layout

3.2 Site access

The following sub-sections detail the key principles of the pedestrian, cycling and vehicular movement and access strategy for the proposed development.

3.2.1 Pedestrian and cycling access

The pedestrian and cyclist access points for the Site are shown in Figure 10.

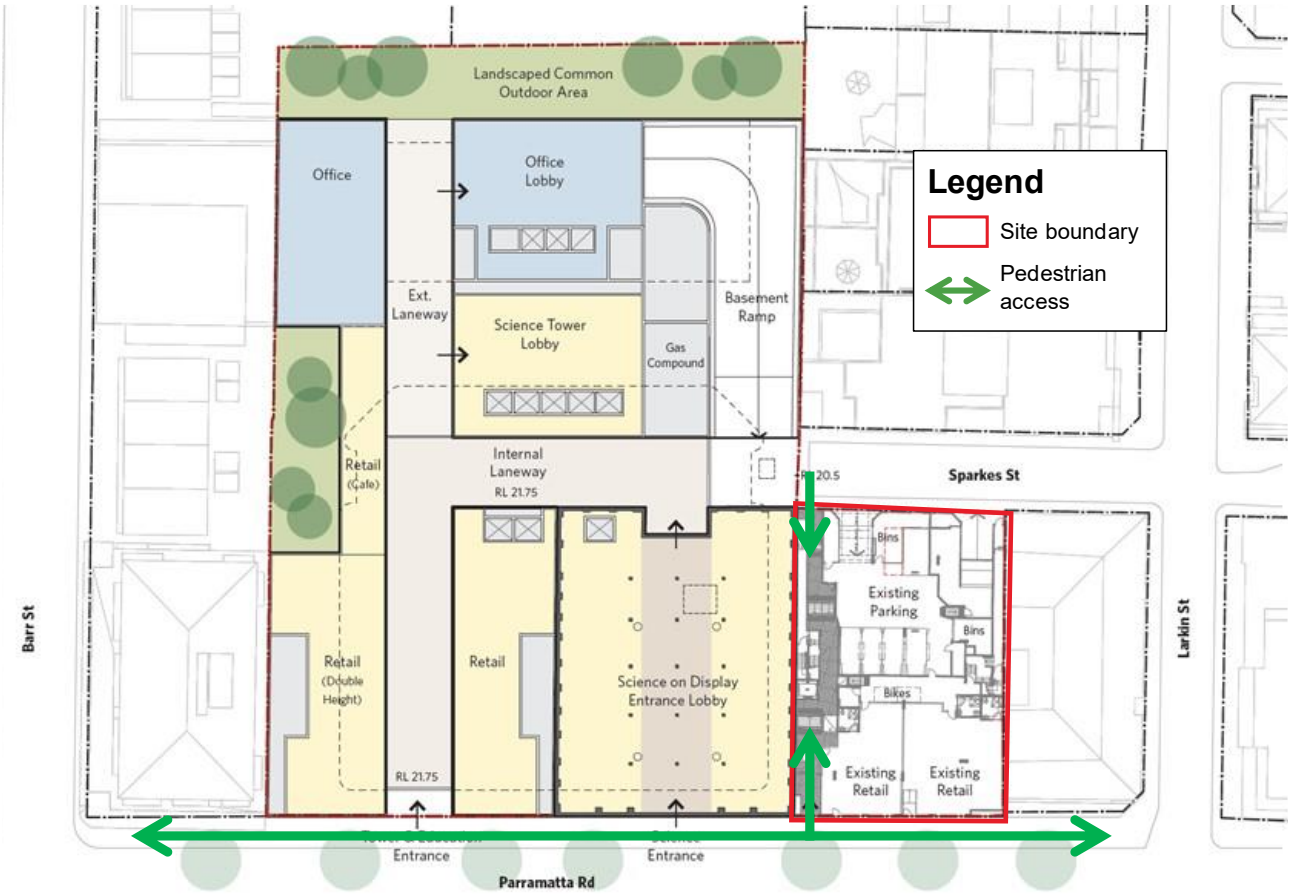


Figure 10: Pedestrian and cycling access

The main pedestrian access points to the Site are proposed from Parramatta Road and Sparkes Street, providing residents and visitors with direct access to the residential lobby. Both frontages will accommodate safe and convenient pedestrian movement to and from the Site.

3.2.2 Vehicle access

The proposed development site has been designed to accommodate vehicle movements associated with car parking, delivery and servicing activities. Access to basement level car parking is proposed to be from Sparkes Street, as shown in Figure 11.

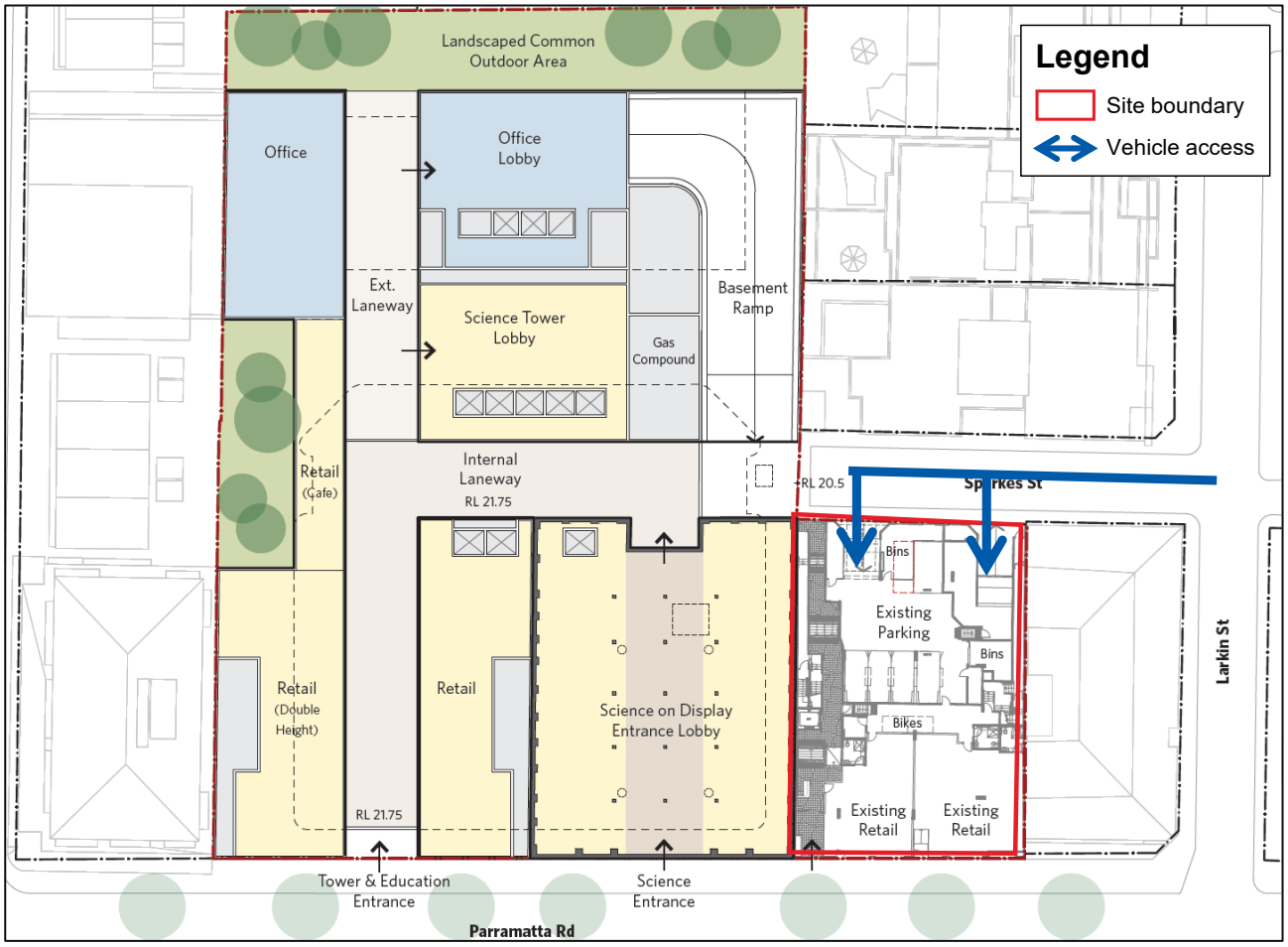


Figure 11: Vehicle access

3.3 Vehicle parking

The existing and proposed ground floor parking arrangement is shown in Figure 12. The Veriu serviced apartment building currently provides 28 car parking spaces. Under the proposed arrangement, one existing visitor parking space would be converted to provide additional waste storage for the serviced apartments, reducing the total parking provision to 27 spaces. This would comprise 22 residential spaces, two visitor space and three commercial spaces.

The reduction of one visitor space is considered acceptable given the site's high public transport accessibility and the limited parking demand associated with the proposed uplift in serviced apartment yield.

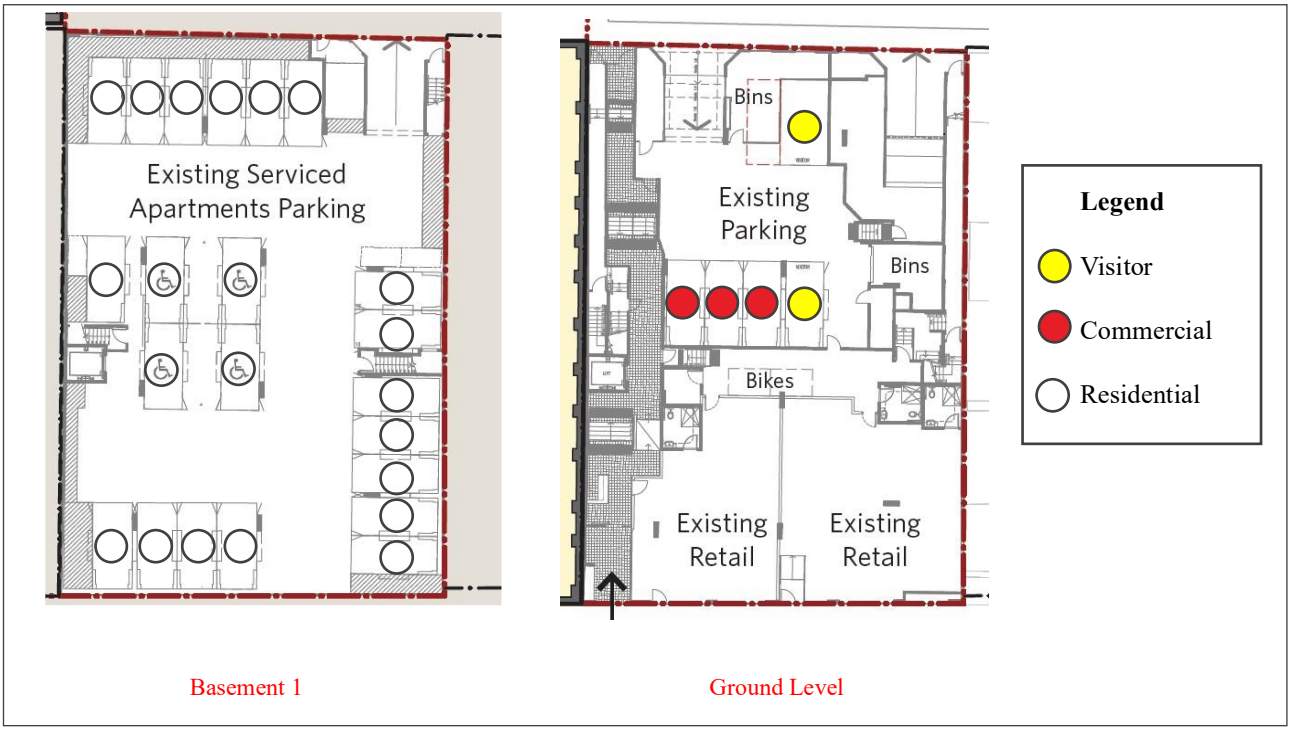


Figure 12: Proposed car parking

3.4 Loading

All loading, servicing and waste collection activities associated with the Veriu serviced apartments will continue to occur via Sparkes Street. The serviced apartments will operate independently of the proposed life sciences tower and associated basement levels and will not rely on the proposed new loading dock or servicing infrastructure to service the serviced apartment use.

One existing ground floor car parking space is proposed to be converted to increase the waste store from 14 m² to 23 m², supporting the proposed increase in yield while maintaining the existing servicing access from Sparkes Street.

Servicing demand has been assessed as a standalone land use using the Urban Freight Forecast Model (UFFM), with the detailed forecast provided in Section 4.2. In summary, peak-hour servicing would remain at approximately one service vehicle during each of the AM and PM peak hours, consistent with existing demand, with the overall increase occurring predominantly outside peak periods. Waste collection would increase from approximately one to two collections per week, occurring outside peak periods and accommodated through the existing on-street servicing arrangements.

Accordingly, the proposed increase in serviced-apartment yield is not expected to materially alter the existing servicing access arrangements or result in significant additional impacts on the surrounding road network. The enlarged waste storage area and increased collection frequency would accommodate the additional servicing demand.

3.4.1 Utilities access

3.4.1.1 Electrical services

A 3x1500kVA triplex transformer chamber substation is to be installed to supply the adjacent 88-94 Parramatta Road development, in consultation with local power supply authority Ausgrid. The substation is proposed to be installed with equipment access from ground level via an equipment access hatch, as shown in Figure 13. Traffic management will be required on Sparkes Street to manage vehicle movements to and from the Site during the servicing and replacement of substation equipment. As the replacement of substation equipment occurs infrequently, the impact is deemed to be insignificant.

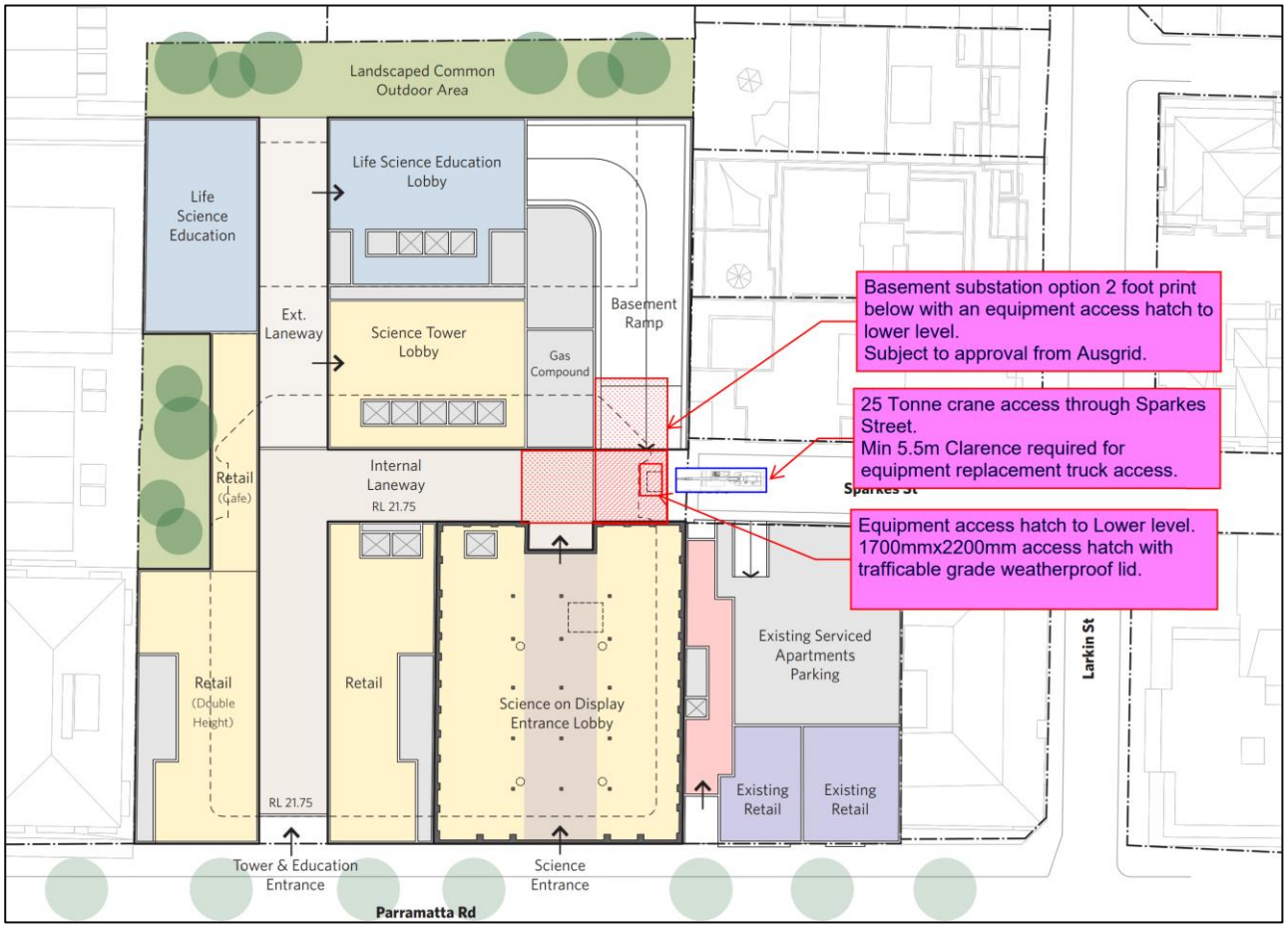


Figure 13: Basement Substation with Access Hatch and Crane Access to 88-94 Parramatta Road

3.4.1.2 Laboratory gases

Cryogenic gas is required for laboratory activities at the adjacent 88–94 Parramatta Road development. After discussions with the supplier, deliveries would occur on Sparkes Street using an 8.8 m Medium Rigid Vehicle (MRV), superseding the earlier assumption that a 12.5 m Heavy Rigid Vehicle would be required.

Laboratory gas deliveries may temporarily restrict access to the Veriu serviced apartments. Delivery times would therefore be coordinated between the serviced apartments and the life sciences development and managed through appropriate traffic-control measures.

3.5 Bicycle parking and End of Trip Facilities

The development currently provides 14 bicycle parking spaces at ground level. The minimum bicycle parking requirement has been reviewed against the updated serviced-apartment schedule of 76 rooms. In accordance with the Sydney DCP 2012, four visitor bicycle parking spaces are required based on a rate of one space per 20 rooms. The staff bicycle parking requirement is based on a rate of one space per four staff and will be confirmed when the anticipated staffing level is finalised.

Table 4: Minimum cycle parking rates

Land use	Quantum	Rate		Requirement	
		Staff	Visitor	Staff	Visitor
Serviced apartments	76 bedrooms	1 per 4 staff	1 per 20 rooms	4	4
Total				4	4

4. Transport impact assessment

4.1 Vehicular trips

4.1.1 Trip generation

Vehicle trip generation has been estimated using the motel land use trip rates from the TfNSW Guide to Traffic Generating Developments 2002 (GTGD), which is considered the closest available proxy for serviced apartment use. This reflects the short-stay accommodation nature of the proposal.

In terms of peak hour trips for motels, GTGD recommends below trip rates:

- PM peak hour: 0.4 vehicle-trips per unit,
- AM peak hour: 0 vehicle-trips per unit.

The proposal would increase the serviced apartment yield by 16 units, resulting in an estimated additional 7 trips (rounded up) during PM peak hour. As shown above, GTGD recommends no vehicle trips for motels during AM peak hour, which was also adopted for this assessment.

4.1.2 Impact of additional trips

Regarding the impact of the additional 7 trips, the SIDRA modelling outputs prepared for the adjacent Life Sciences Planning Proposal (reference: 88-94 Parramatta Road Camperdown TIA, prepared by Arup, dated 30 July 2026) were reviewed. These outputs include 2024 Base (existing conditions) and 2030 Base (i.e. with background traffic growth only) AM and PM peak performance of the key intersections surrounding the site, as presented in Table 5 for easier reference.

Table 5: SIDRA results

ID	Intersection	Peak hour	Scenario	Total traffic at intersection	DOS	Delay(s)*	LoS*
1	Parramatta Rd / Missenden Rd / Lyons Rd	AM	2024 Base	4,044	0.89	30s	C
			2030 Base	4,282	0.93	37s	C
		PM	2024 Base	3,905	0.86	27s	B
			2030 Base	4,135	0.91	33s	C
2	Parramatta Rd / Western Ave / Ross St	AM	2024 Base	3,708	0.93	35s	C
			2030 Base	3,924	0.99	51s	D
		PM	2024 Base	3,874	0.79	26s	B
			2030 Base	4,102	0.84	29s	C
3	Bridge Rd / Ross St	AM	2024 Base	2,042	0.75	18s	B
			2030 Base	2,160	0.80	19s	B
		PM	2024 Base	2,252	0.67	17s	B
			2030 Base	2,382	0.71	18s	B
4	Parramatta Rd / Larkin St	AM	2024 Base	3,345	0.61	6s	A
			2030 Base	3,541	0.64	6s	A
		PM	2024 Base	3,332	0.51	6s	A
			2030 Base	3,525	0.54	6s	A

ID	Intersection	Peak hour	Scenario	Total traffic at intersection	DOS	Delay(s)*	LoS*
5	Larkin St / Sparkes St	AM	2024 Base	86	0.02	5s	A
			2030 Base	89	0.02	5s	A
		PM	2024 Base	77	0.02	5s	A
			2030 Base	82	0.02	5s	A
6	Ross St / Arundel St	AM	2024 Base	814	0.23	16s	B
			2030 Base	864	0.24	16s	B
		PM	2024 Base	929	0.25	14s	A
			2030 Base	989	0.27	15s	B

** For priority-controlled intersections, Delay and LoS correspond to the movement experiencing the greatest delay, whereas DoS is based on the movement with the highest modelled degree of saturation. For signalised intersections, the Delay and LoS represent the weighted average of all movements, while DoS reflects the critical movement with highest degree of saturation.*

For serviced apartments, the additional 7 trips during PM peak hour forecast for the serviced apartment uplift would range between 0.17% and 0.29% increase in traffic at the intersections modelled. The forecast increase is considered minor and further SIDRA modelling is not considered warranted for this Planning Proposal.

Notwithstanding, based on the results presented in Table 5, the nearby signalised intersections are forecast to operate at LoS C or better in the 2030 Base PM scenario, and the priority-controlled intersections would operate with low delays as well (LoS A or B). All 6 intersections are expected to continue to operate with acceptable delays and LoS when the serviced apartments are operational.

4.2 Servicing trip generation

Servicing demand for the serviced apartment component has been estimated in accordance with the Transport for NSW Urban Freight Forecast Model (UFFM), which provides benchmark service vehicle generation rates for residential land uses, including apartments and serviced apartments.

Based on the UFFM, the development is expected to generate approximately 9 service and delivery vehicles per day as seen in Table 6. This equates to 18 vehicle trips (inbound and outbound) across the day.

Demand is distributed throughout the day, with approximately one servicing vehicle expected to occur during each of the AM and PM peak hours in both the existing and proposed scenarios (equating to two vehicle trips in the peak hour). As a result, the change in peak-period servicing demand, and the corresponding impact on Sparkes Street, is expected to be negligible.

It is anticipated that servicing vehicles will generally arrive and depart within a short timeframe, with most servicing activities taking less than 30 minutes to complete. On this basis, the provision of five servicing bays is considered sufficient to accommodate peak servicing demand without adverse impacts on the surrounding road network.

Waste servicing has been assessed separately using the UFFM. As shown in Table 8, waste collection demand is expected to increase from approximately one collection per week under existing conditions to around two collections per week under the proposed scheme.

Table 6: Service vehicle trips (UFFM model)

	Timeframe	Vehicles	Trips (in and out)
Current	Vehicles per day	6 vehicles	12 trips
	Vehicles during peak	1 vehicle per peak hour	2 trips per peak hour
Proposed scheme	Vehicles per day	9 vehicles	18 trips
	Vehicles during peak	1 vehicle per peak hour	2 trips per peak hour

Table 7: Breakdown of service vehicle trips by vehicle type

Vehicle type	Current / day	Proposed / day	Increase / day	Comment
Van	4.40	6.91	+2.51	Generally, can be accommodated within service bays
SRV	0.75	1.17	+0.42	Minor increase
MRV/HRV	0.43	0.68	+0.25	Minor increase
Total	5.58	8.76	+3.18	Increase is largely driven by vans

Table 8: Daily and weekly waste servicing (UFFM model)

Timeframe	Current waste requirements	Proposal waste requirements
Vehicles per day	0.15 vehicles per day	0.24 vehicles per day
Vehicles per week	1.05 vehicles per week	1.68 vehicles per week

4.3 Access arrangements

Access to the proposed development is via Sparkes Street using the routes shown in Figure 14.

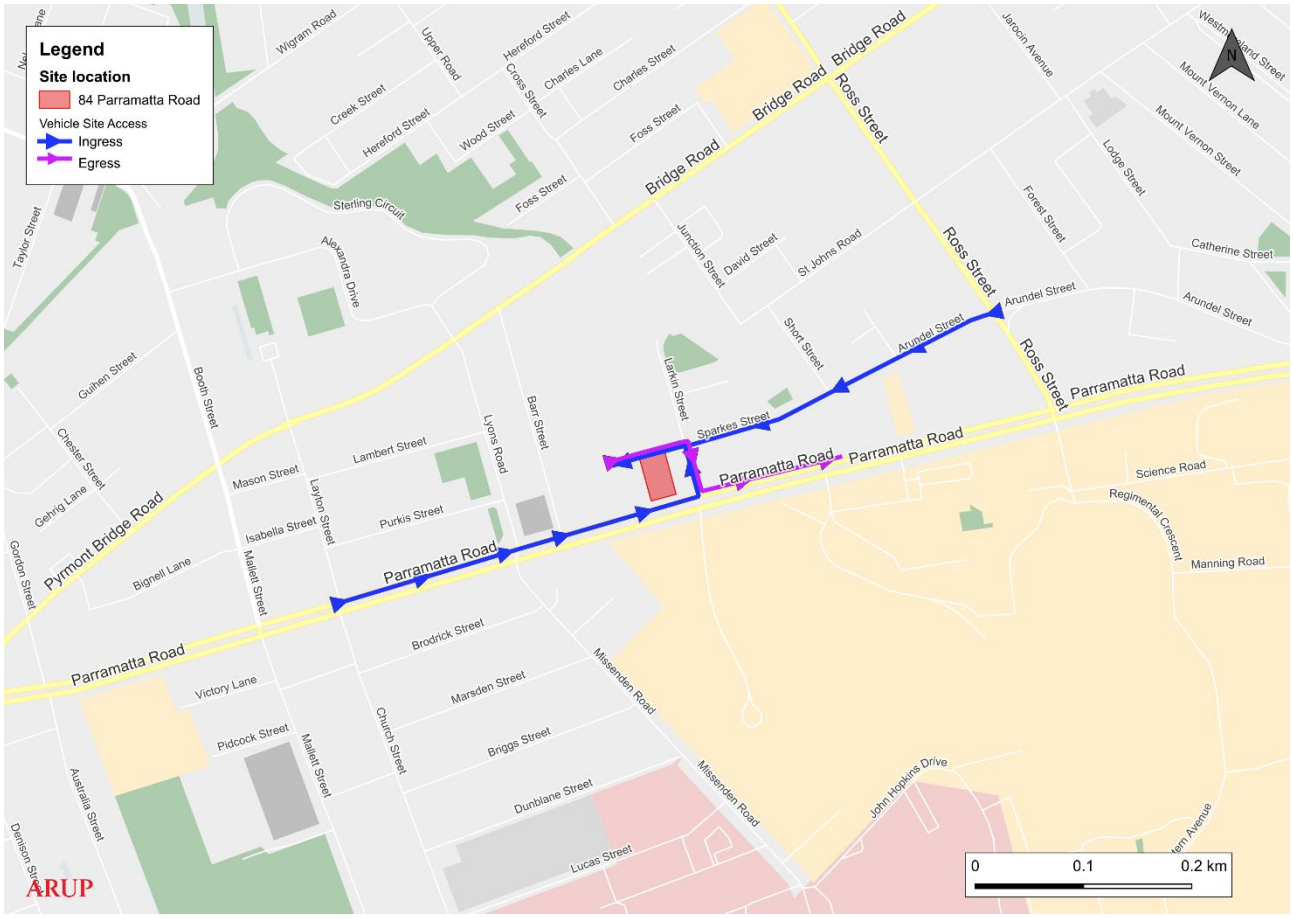


Figure 14: Vehicle access

Vehicles accessing the site from:

- the east are expected to do so from the Ross Street/Arundel Street intersection.
- the west are expected to do so via Parramatta Road (Great Western Highway)

Vehicles leaving the site must travel eastbound on Parramatta Road due to the left-out only arrangement at the intersection with Larkin Street.

4.4 Impacts on Walking, Cycling and Public Transport

As discussed in Section 3.2, the main pedestrian access for the Site is proposed from Parramatta Road. Most roads in the surrounding area have footpaths on both sides, and intersections have pedestrian facilities for crossing.

Cyclist access will be provided via Parramatta Road, with dedicated bicycle parking and end-of-trip facilities located within the PP.

The PP is expected to have minimal impact on public transport, walking, and cycling networks. The site benefits from strong connectivity, with 10 bus routes within a 10-minute walk, and two light rail stops accessible within 25-minute walk or 10-minute cycle.

4.5 Recommendations

To manage travel demand generated by the PP, travel demand management measures are proposed to be implemented. Measures would aim to promote sustainable travel choices for staff and visitors and are detailed in a Framework Travel Plan as shown in Chapter 5.

5. Outline Framework Travel Plan

5.1 Objectives

A Framework Travel Plan (FTP) is a package of measures put in place by a building manager to encourage more sustainable travel whilst commuting to and from a development. It allows an organisation to demonstrate a commitment and a proactive step towards improving environmental sustainability by reducing the environmental impact associated with travel to and from the development.

The key element of this plan is reducing reliance on private vehicles and maximising the use of public transport and other sustainable modes of transport. The FTP would contribute to a healthier and higher quality of life for residents and visitors whilst reducing air and noise pollution. An FTP would apply to all who travel to and from the Site.

As a constantly evolving strategy, the success of the plan will rely on ongoing monitoring and review. A robust governance structure could include a nominated FTP representative or committee consisting of residents and/or building management. Objectives can act as measures of success and may also be used to identify potential refinements.

The objectives of an FTP typically cover the following:

- Encourage the use of more sustainable transport modes i.e. walking, cycling, public transport and carpooling in place of higher energy consumption travel modes such as single occupant car travel and taxi.
- Raise awareness of sustainable modes of transportation for residents and visitors who commute to, from and within the Site.
- Reduce traffic congestion and air pollution around the Site to enhance safer and more enjoyable journeys.
- Travel Demand Management (TDM) which includes management measures to reduce travel demand, such as by remoding, reducing or retiming trips.
- Develop, implement, monitor, evaluate and review the progress of the travel plan strategy.

A framework of potential management measures is also outlined to help achieve the objectives of the FTP.

5.2 Potential measures

The package of measures has been provided to encourage more sustainable travel while travelling to and from the Site. Physical and behavioural measures are two potential measures to introduce into a viable FTP. Physical measures will prioritise sustainable transport via walking, cycling, public transport or car share whereas behavioural measures aim to provide soft strategies which influence travel behaviours for those who will travel to and from the Site.

To meet the objectives and targets of an FTP, this section outlines the potential management measures that could be considered for implementation at the proposed development. The measures have been grouped into the principles of remode and reduce, which are the most relevant to this FTP as they focus specifically on sustainable travel or reducing travel altogether. These principles are discussed below.

5.2.1 Remode

The principle of remode aims to promote non-private vehicle modes of travel, such as public transport, walking or cycling, or more fuel-efficient vehicles such as electric vehicles (EVs) or small vehicles. Measures to remode travel are discussed below.

5.2.1.1 Education and awareness

Education and awareness of the availability of sustainable travel modes would be crucial in encouraging all users at the Site to adopt travel plan measures. It is important that all users are made aware of the need to reduce car dependency where possible.

A new development provides an opportunity to offer residents and visitors advice on travel modes to and from the Site. At this time, new travel habits are being established, and people may particularly welcome information about the travel services and facilities available to them.

- Potential measures to encourage education and awareness include:
- Provide travel information for visitors travelling to and from the Site using sustainable forms of transport, as well as outlining the benefits, objectives and measures of the wider FTP. A website or app associated with the development could include links to TfNSW websites to promote sustainable travel.
- A Travel Access Guide (TAG) could also be provided to residents and visitors to highlight sustainable travel methods. The purpose of a TAG is to highlight sustainable travel methods in a legible and easy to read format and would include the following:
  - Map showing key public transport, walking and cycling routes to the development.
  - Information on end of trip facilities, events and programs.
- Provide an overview of the FTP and TAG as part of resident information or welcome material. This may also include information on bicycle parking and end of trip facilities to increase awareness.
- Events such as ‘National Bike Week’, ‘Bike2Work Days’ and ‘Walk to Work Day’ could be promoted.
- Other incentives to encourage sustainable travel may also include discount vouchers for a local bicycle retailer.

5.2.1.2 Promotion of public transport

The use of train and bus services could be promoted by outlining public transport services in a TAG to enable residents and visitors to assess route options and to plan a public transport trip to and from the Site.

Links to journey planning websites and real-time public transport service data could be provided on a website or app associated with the development. All user groups should be provided with a user-friendly map describing the surrounding public transport links. Maps can be distributed via a range of digital platforms including email or mobile phone application. These maps would advertise and promote public transport and prompt site users to consider public transport as their first transport option when travelling to and from the Site. These public transport maps should also include information on accessible transport routes for all site users with special access needs.

5.2.1.3 Promotion of walking

Walking could be promoted via the following measures:

- All site users should have access to a legible map outlining surrounding public transport linkages, local outlets and attractions within a reasonable walking distance. Maps can be distributed via a range of digital platforms including email, mobile phone application or information boards within the Site. Walking networks can be presented in a TAG and paths to key destinations such as nearby bus stops and serviced routes are indicated clearly.
- Participate in regular events such as ‘Walk to Work Day’.

5.2.1.4 Promotion of cycling

As discussed in Section 2.4, the proposed development is located near the wider off-road cycling network and will provide easily accessible bicycle parking and end of trip facilities for cyclists. The provision of secure bicycle parking and end of trip facilities are expected to encourage all site users.

Cycling could also be promoted via the following measures:

- Outline cycling facilities in the TAG to enable cyclists to assess route options and to plan how to cycle to and from the Site.
- Facilitate a bike-sharing program within the proposed development. Bikes could be made available to all users, which would be booked for a specific period of time. A bike-sharing program would provide access to a bike for site users who do not own one and could encourage long-term adoption of cycling.
- Form a Cycling Group consisting of residents and regular cyclists. The Cycling Group could advocate for cycling for all tenants, including organising cycling events and notifying building management of maintenance and issues relating to the provision of on-Site cycling facilities.
- Participate in regular events such as 'Ride to Work Day'.
- Provide bicycle maps showing surrounding cycleways and infrastructure via a mobile phone application, the development's website or as physical wayfinding. This will allow cyclists to assess route options and plan how they cycle to the Site. As the surrounding area has high quality cycling infrastructure, cycling to and from the Site can be an enjoyable and sustainable method of travel.

5.2.1.5 Car parking management

Car parking management strategies could be considered to reduce private vehicle demand or encourage a shift to more fuel-efficient private vehicles via the following measures:

- Provision of EV charging infrastructure or provision of 'small car' parking spaces to facilitate the uptake of EVs and small cars.
  - To further encourage EV uptake and small cars, small car parking spaces or spaces with EV charging infrastructure can be located in the most desirable parking spaces near access points to the development.
- Unbundled parking is a travel demand management strategy where parking spaces are rented, leased, or sold separately from the associated premises. It allows people to choose whether they need and want to pay for a parking space, rather than paying regardless of use. This measure can encourage individuals to reconsider and potentially reduce parking needs and private vehicle demand.

5.2.2 Reduce

The principle of reduce aims to reduce the overall number of trips generated. Measures to reduce travel are discussed below.

5.2.2.1 Carpooling

Carpooling (or ride sharing) involves carrying additional vehicle passengers while undertaking a journey with low additional distance. Carpooling enables a reduction in separate vehicle trips to a similar destination and is generally cost-effective, particularly to and from areas that are not well served by public transport.

Carpooling could be facilitated in the proposed development by building management to connect site users travelling to and from a similar destination.

5.3 Monitoring and review

The FTP is a live document, and its successful implementation would rely on ongoing monitoring and review. Although the objectives of the FTP would not change, targets and measures may be changed to reflect an ambition for continued progress.

Monitoring mechanisms could include periodic travel surveys to understand the travel behaviour of residents and visitors and the success of the measures. The survey could be distributed three months post-occupation as well as yearly or following key transport network changes (such as new bus routes).

A key part of an effective FTP is to nominate personnel to champion and administer the plan. A robust governance structure would contribute to the success of the plan and could include a nominated FTP

representative or committee. A representative or committee could consist of residents and/or building management, who would:

- Manage and implement the FTP measures.
- Periodically update the FTP as new or safer transport routes become available.
- Engage with stakeholders, promote the FTP and solicit feedback.
- Monitor performance and make decisions on the FTP.
- Raise improvements to public transport or walking and cycling facilities with Council or TfNSW.

6. Framework Construction Traffic Management Plan (CTMP)

This section outlines the objectives of the framework CTMP and the high-level principles that can be used to achieve them.

6.1 Traffic management objectives

The key aim of this framework CTMP is to minimise impacts to the surrounding transport network during construction. The following objectives have been developed to support this overarching aim:

- Ensure safety of pedestrians, cyclists, construction workers, road users and the local community;
- Minimise the overall impacts to road users;
- Ensure minimal disruptions to public transport operations, including schedules, stop location and routes;
- Maintain access for existing road users, including the local community, public transport operators, pedestrians and cyclists;
- Ensure disruption to surrounding stakeholders and land uses is minimised, including appropriate consultation.
- Minimise disruption to existing road furniture and kerbside provisions including existing bus stops, cycleways and on-street parking; and
- Comply with all relevant legislation and other requirements specified by relevant authorities.

6.2 Traffic management principles

To achieve the objectives outlined above a set of principles have been developed to guide all construction management measures across the project. The key principles are as follows:

- Clear and timely communication in relation to any changes, to affected areas and the expected duration of works via various platforms through the project website, radio, newspapers, social media or direct community engagement;
- Implement appropriate traffic controls including signage, line marking and stop lights to direct private vehicles, transport operators, pedestrians and cyclists past work Sites. Alternative routes may be provided where existing infrastructure is impacted by the works;
- Manage Site compounds and work areas to ensure construction traffic and works are primarily contained within these areas and road occupancy is minimised;
- Manage pedestrians and other vulnerable road users to ensure safe and continuous movement past the work Sites. Consideration of the land uses and key pedestrian desire lines in the surrounds of the work Sites will be the key drivers for the type of traffic management strategies implemented;
- Where practical, consideration of scheduling construction traffic movements to avoid peak times and smoothing of peaks in construction traffic activity to minimise impacts to the transport network; and
- Encourage construction workers, where possible, to use modes other than private vehicle.

These principles are to be communicated to any parties involved in construction traffic management across the project. Any issues arising during the works will also require notification to the users outlined, ensuring transparency across the duration of the construction phase.

6.3 Existing user group hierarchy

During preparation of any CTMPs, prioritisation of potential user groups is important in providing appropriate construction traffic management measures at each work Site. The hierarchy of users is listed below from highest to lowest:

- Pedestrians;
- Cyclists;
- Public transport users;
- Service vehicles (relating to businesses and agricultural uses); and
- Private vehicles.

The development of the user group hierarchy has been based on similar approaches applied in Framework CTMPs for other large infrastructure schemes. This hierarchy also aligns with Future Transport 2056. This hierarchy will be considered alongside the TfNSW functional road hierarchy provided below, in order of high to low priority roads, during the development of management measures.

- Primary arterial roads;
- Sub-arterial roads;
- Collector roads; and
- Local roads.

6.4 Governance

The document owner of each CTMP will be appointed during the procurement process and the governance of the construction traffic management process will be discussed and developed with the Department of Planning, Housing and Infrastructure as the project progresses.

6.5 Proposed working hours

While the construction times will vary throughout the project, the typical working hours are 07:00-18:00, with personnel arriving to the Site before 07:00 and leaving after 18:00.

In some cases, there may be night works to minimise disruption to traffic. Further assessments of these requirements will be undertaken once the detailed design stage is undertaken, and the requirements are known. All night works would be undertaken in accordance with the TfNSW Environmental Noise Management Manual (2001): Practice Note vii–Roadworks outside normal working hours, as well as the Office of Environment and Heritage Interim Construction Noise Guideline (DECC 2009).

6.6 Truck routes and controls

Due to the location of the proposed development, construction access is proposed from Parramatta Road (Great Western Highway). A detailed CTMP will need to be prepared for the works following approval with details of the size of vehicles due to the one-way narrow roads within the local road network.

7. Conclusion

This Transport Impact Assessment evaluates the transport implications of the proposed 84 Parramatta Road development. The assessment considered existing transport conditions, including the local road network, public transport services, active transport facilities, and travel behaviour patterns.

The assessment considered existing transport conditions, including the local road network, public transport services, active transport facilities and travel behaviour. The site benefits from excellent public transport accessibility (City of Sydney Category D) and strong active transport connectivity, supporting a low reliance on private vehicles.

In terms of peak hour vehicle trips, the proposal is forecast to generate additional 7 vehicle trips during the PM peak hour (no trips during AM peak hour). No standalone SIDRA modelling was undertaken for this Planning Proposal; instead, as a sensitivity check, this increase was compared against the 2030 future base SIDRA volumes prepared for the adjacent Life Sciences Planning Proposal. The additional trips would represent approximately 0.17% to 0.29% of traffic at each of the three nearby signalised intersections, which are forecast to operate at LoS C or better. The nearby priority-controlled intersections also operate with low delays in the 2030 base case. Accordingly, the additional traffic is not expected to materially affect the operation of the surrounding road network.

One existing visitor parking space would be converted to provide additional waste storage. Peak-hour servicing demand would remain unchanged, while waste collection would increase modestly from approximately one to two collections per week.

The traffic generation during construction is expected to be lower than during operation and thus likely to have lower impact on the road network than during operation. A CTMP would be prepared as part of the detailed design phase.

Overall, the Planning Proposal is not expected to result in any adverse transport impacts on the surrounding network and can be satisfactorily accommodated.