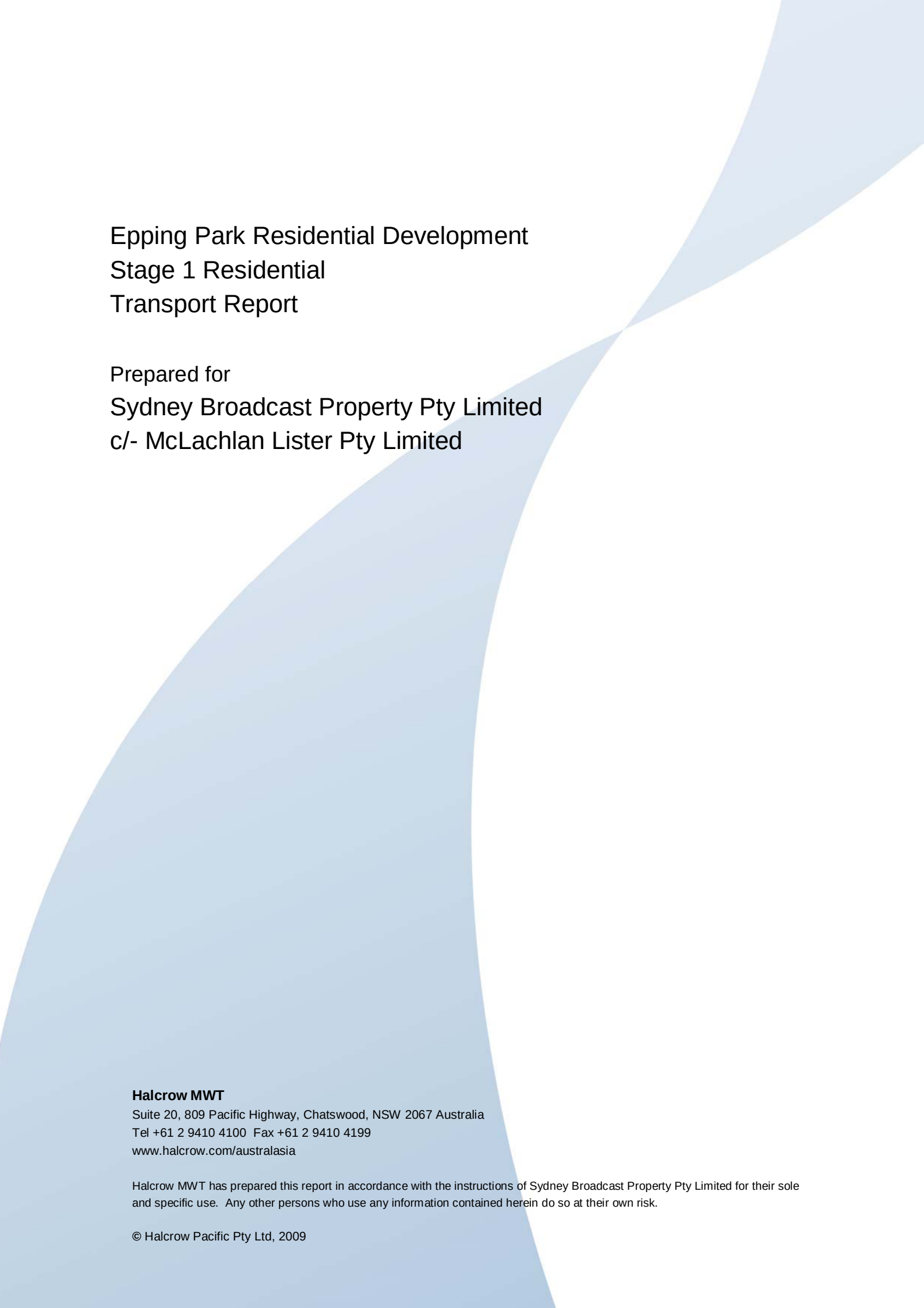


**Epping Park Residential Development
Stage 1 Residential
Transport Report**

24 April 2009

Prepared for
Sydney Broadcast Property Pty Limited
c/- McLachlan Lister Pty Limited



Epping Park Residential Development Stage 1 Residential Transport Report

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1 Introduction

This Transport Report has been prepared to present the findings of an Environmental Assessment (transport) for the proposed Part 3A Project Application for Stage 1 Residential development within the Epping Park site at Epping.

The Stage 1 Residential proposal represents the first stage of residential development on the site at 61 Mobbs Lane (former Seven Network site) as envisaged under the approved Concept Plan (MP 05_0086).

The Epping Park residential development project involves the construction of:

- up to 650 residential dwellings;
- landscaped open space; and
- internal and external associated services and infrastructure such as roads, footpaths, resident facilities and a child care centre.

The proposed Stage 1 Residential development includes the construction of the following:

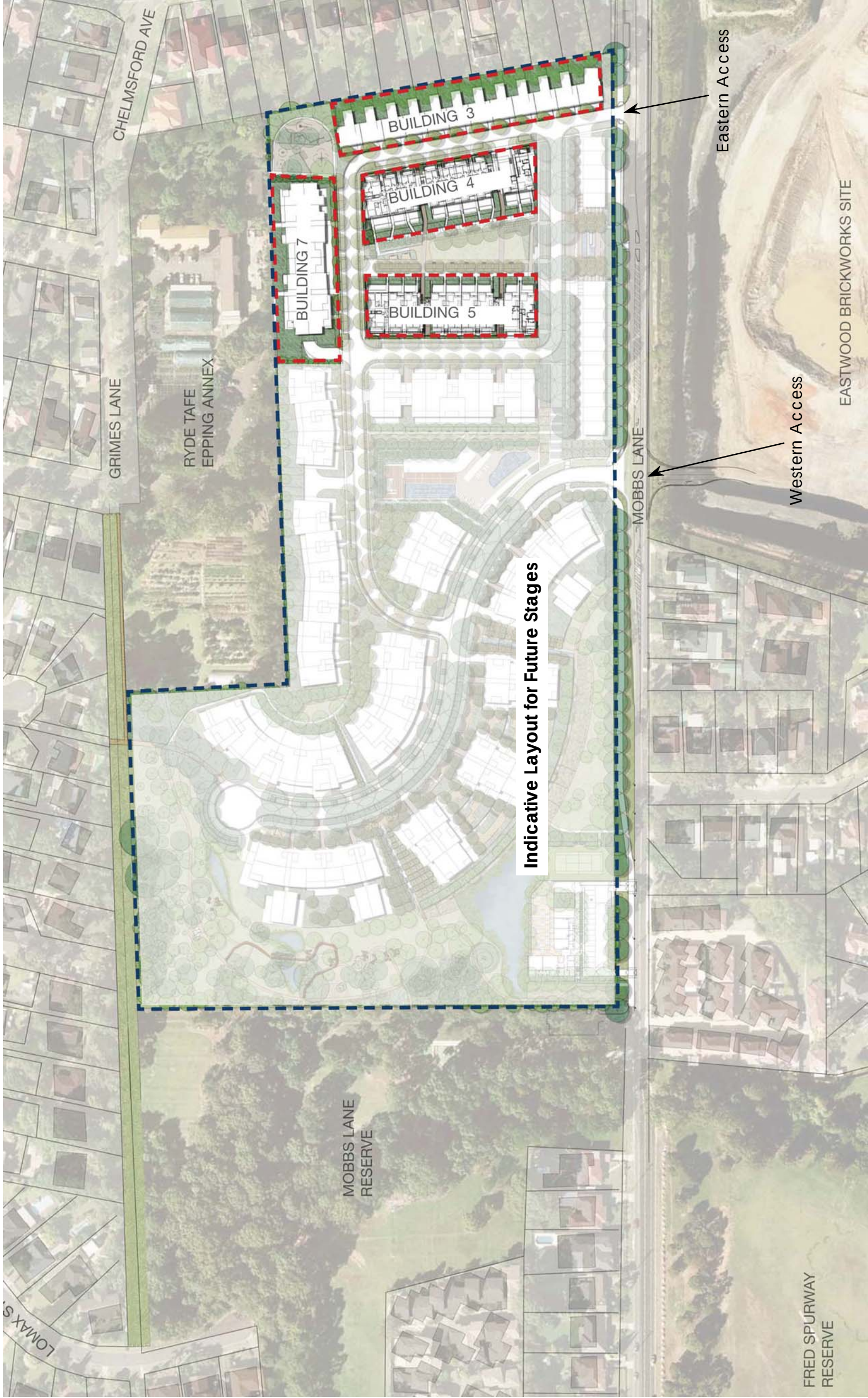
- 3 residential flat building (3 to 6 storey buildings) each with basement parking;
- 12 two storey courtyard homes with on grade car parking; and
- landscaping of the associated private domain.

The location of the Stage 1 Residential site within the overall Epping Park residential development is shown on **Figure 1**. Detailed layouts of the proposed Stage 1 Residential car parking provisions and vehicle access arrangements are clearly shown in the drawings prepared by PTW Architects as provided as part of the Project Application.

This report provides a response to the Director General Requirements (DGR) for the Stage 1 Residential development (MP 08_0257) which requires the Environmental Assessment to provide details on the transport and accessibility generation, any required road / intersection upgrades, access, loading dock(s), car parking arrangements, pedestrian and bicycle linkages associated with the proposed works as per Concept Plan MP 05_0086.

STAGE1 RESIDENTIAL DEVELOPMENT SITE LAYOUT

EPPING PARK RESIDENTIAL DEVELOPMENT



Source: Base Plan prepared by Aspect Studios (April 2009)

2 Background and Stage 1 Residential Proposal

2.1 *Transport Planning for the Epping Park Development*

The transport aspects of the proposed Epping Park residential development (formerly referred to as *The Parklands*) have been assessed as part of the Concept Plan approval process.

The transport assessment has been reported in the following documents:

- *Transport Report Parklands*, prepared by Masson Wilson Twiney Pty Ltd (November 2005);
- Letter of Assessment regarding a proposed reduction in dwellings, prepared by Masson Wilson Twiney Pty Ltd (9 May 2006); and
- *Parklands Residential Estate Concept Plan Modification Reporting*, prepared by Masson Wilson Twiney Pty Ltd (April 2008).

(Note: Masson Wilson Twiney has recently joined Halcrow and is now trading as Halcrow MWT)

Each of these documents considered the transport implications of the overall or ultimate development of the site. This included the identification of infrastructure improvements, both external and internal, to accommodate future development of the site.

The previous transport investigations considered known future developments within the immediate vicinity which have the potential to change existing traffic and transport conditions. This included the residential development of the former Brickworks site on the opposite side of Mobbs Lane.

The initial transport report (2005) considered the traffic and transport implications and associate road improvement works required to accommodate approximately 900 residential units on the Epping Park site.

The report prepared by Masson Wilson Twiney in April 2008 addressed the requirements of Modification Condition B4 of the Concept Plan approval for the site. The Concept Plan approval reduced the number of residential units permissible on the site to 650 units. A reduction in residential yields (900 units to 650 units) would be associated with a reduced traffic generation potential of the site. Thus as part of the Modification Condition B4 assessment and report, recommendations relating to traffic and transport improvement works to accommodate the proposed Epping Park development were reconsidered in light of a reduced traffic generation potential of the site.

The Modification Condition B4 transport report recommended that the following road improvement recommendations were required as part of the development proposal to accommodate demands of 650 residential units and provide broader transport benefits to the existing networks and local communities that use them:

- Extension of the road pavement (where widening required on northern side of road) for the length of Mobbs Lane contiguous with the site frontage;
- New kerb and gutter as required on northern side of Mobbs Lane fronting site;
- Construction of parking bays and road pavement extension on northern side of Mobbs Lane between the eastern site access and the intersection of Mobbs Lane with Edenlee Street;
- Construction of shared footpath and bicycle lane along the site's frontage in Mobbs Lane and extending to the Midson Road intersection;
- Construction of an indented bus stop and associated facilities in Mobbs Lane on site's frontage;
- Installation of new traffic signals at the intersection of Marsden Road and Mobbs Lane, including the provision of a new protected right turn bay on Marsden Road;
- Reconfiguration of the existing Midson Road / Mobbs Lane intersection including provision of additional signalised pedestrian crossing;
- Western site access intersection to be constructed with dedicated turning lanes on Mobbs Lane; and
- Eastern site access intersection on Mobbs Lane to be constructed with a westbound passing lane along Mobbs Lane.

Based on the intersection analysis it was concluded that traffic signals were required at the Marsden Road / Mobbs Lane intersection to provide additional capacity and improved operation for:

- Background traffic flows (ie. non Epping Park residential development traffic); and
- Epping Park residential development potential traffic generation.

Thus the installation of traffic signals at the Marsden Road / Mobbs Lane will address existing safety and capacity conditions as well as provide additional capacity to accommodate the proposed Epping Park residential development, once a certain level of development has been completed.

It is noted that proposed external road and transport network improvements do not form part of the proposed Stage 1 Residential development. These works are part of the Early Works Package project application.

Furthermore, future applications will address the remaining proposed residential development and associated works on the site.

2.2 *Stage 1 Residential Development*

The Stage 1 Residential works includes the construction of 230 residential dwellings, including:

- 3 residential flat buildings of 3 - 6 storeys with basement car parking;
- Courtyard homes (2 storey) with on grade car parking; and
- Associated private open space.

The proposed dwelling mix is:

- 111 x 1 bedroom apartments;
- 71 x 2 bedroom apartments / 2 bedroom and study apartments;
- 36 x 3 bedroom apartments / 3 bedroom and study apartments; and
- 12 x 4 bedroom courtyard homes (townhouses).

The layout of Stage 1 Residential and the proposed vehicle site access arrangements are shown in **Figure 1**.

3 Stage 1 Residential Transport Implications

3.1 *Traffic Generation*

In accordance with the Director General Requirements, the traffic generation of Stage 1 Residential has been estimated and the implications assessed below.

The Stage 1 Residential development is estimated to generate the following traffic flows based on Roads and Traffic Authority guidelines (RTA Guidelines)¹:

Stage 1 Residential Development	Vehicles per Peak Hour
<i>Residential Flat Building</i>	
111 x1 bedroom @ 0.4 trips/hr (AM and PM)	= 44 veh/hr
71 x 2 bedroom @ 0.5 trips/hr (AM and PM)	= 36 veh/hr
36 x 3 bedroom @ 0.6 trips/hr (AM and PM)	= 22 veh/hr
<i>Courtyard homes</i>	
12 x 4 bedroom @ 0.65 trips/hr (AM and PM)	= <u>8 veh/hr</u>
Total (vehicle trips during AM & PM peak hours)	= <u>110 veh/hr</u>

It is noted that the above traffic generation rates are consistent with the rates used in the traffic assessments undertaken to date for the Epping Park development, namely the initial Concept Plan (900 residential units) and the modified concept plan (650 residential units).

The peak hour traffic generation of the proposed Stage 1 Residential development is estimated to be 110 vehicles per hour.

The approved Concept Plan for the Epping Park site included the provision of a child care centre. The child care centre is part of the Early Works Package project application. The child care centre is the only use proposed in the Early Works Package that will generate operational traffic to and from the external road network. The proposed resident facilities in the Early Works Package may generate internal movements whether by vehicle, bicycle or foot.

¹ Roads and Traffic Authority of New South Wales (2002) *Guide to Traffic Generating Developments*.

As the child care centre and Stage 1 Residential may be constructed and occupied concurrently, the traffic generation potential of the child care centre has been included in the traffic assessment of operational activities (i.e. a 'worst case' scenario has been considered).

Based on RTA guidelines the traffic generation for a 59 children long day care centre is estimated to be 47 and 41 vehicles per hour in the AM and PM Peak respectively.

Thus upon completion and occupation of Stage 1 Residential and the Early Works Package development proposals, the Epping Park site is estimated to generate approximately 157 and 151 vehicles per AM and PM peak hours respectively.

This potential site traffic generation is compared with the pre-development and ultimate development traffic generation characteristics in Table 3.1.

Table 3.1 - Comparison of Pre & Post Development Site Traffic Generation

Development Scenario	Peak Hour Site Traffic Generation	
	AM Peak Hour (veh/hr)	PM Peak Hour (veh/hr)
Seven Network Operation (Pre-development) ¹	159	123
Stage 1 Residential + Early Works Package (Child Care Centre)	157	151
Modified Concept Plan (650 residential units) ²	398	392

Sources: 1. Surveyed flows (2007) as reported in Modification Reporting, MWT (April 2008)
2. Modification Reporting, MWT (April 2008)

Table 3.1 indicates that the estimated traffic generation of Stage 1 Residential development will be significantly less than the traffic generation associated with the approved Concept Plan development (ie. 650 residential units).

Furthermore, the proposed Early Works Package involves the ceasing of operations and demolition of the Seven Network building. As such the pre development traffic flows shown in Table 3.1 will cease to be generated by the site.

Table 3.1 indicates that the proposed Stage 1 Residential and Early Works Package development will generate similar peak period traffic flows to those generated in the predevelopment conditions, namely with Seven Network operating on the site.

As such, with regard to traffic generation to and from the site it is considered that the proposed Stage 1 Residential development (and child care centre) would maintain pre development traffic conditions on the road network surrounding the site.

Therefore it is considered that there would be no significant net increase in traffic impacts associated with the Stage 1 Residential development compared with pre development conditions.

It is noted that the timing of proposed improvements at the Mobbs Lane / Marsden Road and Mobbs Lane / Midson Road intersections are addressed as part of the Early Works Package Project Application.

3.2 *Site Access (Vehicle) Intersection Operation*

The approved Concept Plan MP 05_0086 (650 residential units) proposes to construct two site access road intersections at Mobbs Lane to provide access to the residential components of the Epping Park site. A separate entry / exit driveway for the child care centre was also proposed.

For the purpose of this report the two site access intersections providing access to the proposed residential buildings are described below as the eastern and western access intersections (see Figure 1 for access locations).

The location of these site access intersections and associated road works to be constructed as part of the Early Works Package will be generally consistent with the approved Concept Plan.

The approved Concept Plan proposes to provide an internal road connection between the eastern and western site access intersections. Thus upon completion of the Epping Park development (i.e. 650 residential units) all vehicles accessing any of the residential buildings on the site can do so via the eastern or western site access driveways.

However, due to the proposed construction staging, vehicle access to the Stage 1 Residential site will initially be provided solely via the eastern access intersection at Mobbs Lane.

It is envisaged that vehicle access from Stage 1 Residential to the western access as described in Concept Plan MP 05_0086 will be provided when the remaining residential units (or at least a substantial amount thereof) are constructed.

The layout for the eastern access intersection is a sign controlled intersection with a westbound passing lane along Mobbs Lane. The design of the eastern site access intersection has been developed through consultation with Parramatta City Council, Roads and Traffic Authority and the State Transit Authority.

The distribution of Stage 1 Residential (230 units) generated traffic flows to a single access intersection (i.e. eastern access) was considered with regard to previous intersection modelling undertaken by MWT for the approved Concept Plan MP 05_0086 (650 units) with the eastern and western access intersections.

Previous modelling was based on 176 vehicles per hour in the AM and PM Peak entering and exiting via the eastern access. The estimated traffic generation of Stage 1 Residential is 110 vehicles per hour which is less than that previously reported in the modification reporting.

In this respect the layout of the eastern access intersection as previously nominated is considered appropriate for the traffic generation of the Stage 1 Residential.

The cumulative implications of traffic generated by subsequent stages of residential development and its distribution to site access arrangements, whether temporary during construction or permanent, will be addressed in future Project Applications.

3.3 *Internal Road Network*

The internal road network servicing the Stage 1 Residential development is proposed to be constructed as part of the Early Works Package.

Halcrow MWT has undertaken a review of the proposed internal road network layout and design with regard to road gradients, road widths and cross sections.

The review has concluded that the proposed internal road network has been designed to meet appropriate standards. The internal road network will accommodate the geometric and operational requirements of vehicles likely to utilise these roads for the Stage 1 Residential development (namely 230 dwelling) both for the completion of Stage 1 and ultimate development of Epping Park.

3.4 Proposed On Site Car Parking

As specified in the Preferred Project Report, on site car parking for the Epping Park development is to be provided in accordance with RTA guidelines and/or Council's DCP. It is proposed to provide on site car parking in accordance with RTA guidelines which is consistent with the Preferred Project Report.

Stage 1 Residential development proposes a total provision of 314 on site car parking spaces. These spaces will be provided in a combination of:

- Residential basement parking areas;
- On street parking spaces along the site's internal roads; and
- Garage residential and at grade visitor parking for the Courtyard homes.

3.4.1 Resident Car Parking

Car parking for Stage 1 residential tenants of the residential flat buildings (Buildings 4, 5 & 7) will be provided within basement parking areas under each of the individual buildings.

Each of the 4 bedroom courtyard homes (Building 3) will have one double garage each as well as a space in the driveway within the property boundary in front of the double garage.

Table 3.2 shows that the proposed provision of 283 on site resident car parking spaces for Stage 1 Residential complies with the minimum parking requirements of the RTA guidelines (199 spaces).

It is noted that the allocation of parking spaces for individual building and unit types also complies with RTA guidelines and is considered appropriate for the proposed development. The general philosophy of the development is to provide 1 space for every 1 and 2 bed dwelling, and 2 spaces for every dwelling greater or equal to 3 bedrooms.

Table 3.2 Resident Car Parking Allocation and Guidelines

Dwelling Type	Number of Dwellings	RTA Guidelines (Minimum Spaces Required)	Council DCP (Minimum Spaces Required)	Proposed Resident Car Spaces
Building 3				
4 bedroom courtyard homes	12	18	24	24
Subtotal	12	18	24	24
Building 4				
1 bedroom unit	32	19	32	
2 bedroom unit	17	15	21	
3 bedroom unit	18	25	27	
Subtotal	67	60	80	88
Building 5				
1 bedroom unit	31	19	31	
2 bedroom unit	18	16	22	
3 bedroom unit	18	25	27	
Subtotal	67	60	81	87
Building 7				
1 bedroom unit	48	29	48	48
2 bedroom unit	36	32	45	36
Subtotal	84	61	93	84
Total	230	199	278	283

3.4.2 Visitor Car Parking

Stage 1 Residential visitor car parking is proposed to be provided on the internal road network surrounding the Stage 1 buildings.

A total of 31 car parking spaces have been provided on street in close proximity to the respective buildings. The visitor parking allocation meets the minimum visitor parking requirements of the RTA guidelines for the residential units of Buildings 4, 5 and 7 (1 space per 7 units).

For courtyard homes, RTA guidelines require a minimum provision of 1 visitor space for every 5 townhouse style dwellings. For Building 3 (courtyard homes) visitor parking is proposed to be provided on site on the driveway in front of each dwelling, thus providing 12 visitor parking spaces. Thus the proposed provision exceeds the minimum requirements of the RTA guidelines.

3.4.3 Bicycle Parking Provision

Stage 1 Residential provides a total of 70 dedicated secure bicycle parking spaces for Buildings 4, 5 and 7.

The allocation of dedicated bicycle spaces (70 spaces) for the Stage 1 Residential development is over 1 bicycle space for every 3.1 units in the residential flat buildings. It is considered that the proposed bicycle parking area is appropriate for the proposed development.

3.4.4 Parking Layout and Design

The proposed vehicle access arrangements to each of the basement parking areas and on street parking spaces have been designed in accordance with relevant Australian Standard (AS2890) and RTA guidelines. Compliance with these standards will facilitate efficient vehicle circulation to, from and within the parking areas.

Furthermore, all car and service vehicle parking areas have been designed in accordance with AS2890.1/2 with regard to space widths, lengths and headroom requirements (including accessible parking spaces).

Bicycle parking provisions have also been designed to comply with Australian Standard requirements (AS2890.3).

In summary the proposed parking arrangements for the Stage 1 Residential development is considered satisfactory for the Stage 1 residential development.

3.5 Service Vehicles

It is proposed that refuse removal and service vehicle access will occur on kerbside of the internal road network. Kerbside access by larger vehicles is considered adequate on the internal roadway.

Two waste removal services are expected every week in the early hours of the morning while other service vehicles may include removalist trucks. The arrival of removalist trucks is expected to occur infrequently.

3.6 Pedestrian, Cyclist and Public Transport

Pedestrian, bicycle and public transport connections were previously examined as part of the approved Concept Plan and were considered adequate.

3.6.1 Pedestrian and Bicycle Access

Bicycle and pedestrian connections to Mobbs Lane are proposed at the two vehicle access points. These will link to the proposed shared bicycle and pedestrian path on the northern side of Mobbs Lane and connect to a proposed refuge island east of the intersection which is to be provided as part of the redevelopment of the Brickworks site.

The proposed refuge island has been located opposite a publicly accessible park (within the Epping Park site) and provides a strong pedestrian link across Mobbs Lane to the bus stops on either side of Mobbs Lane.

Council has a published bicycle plan which does not include Mobbs Lane; however the proposed linkages along Mobbs Lane will provide an additional connection to the existing on road path on Midson Road. Therefore, the shared bicycle / pedestrian path is defined as a local access path.

The path has been designed as a 3.0m wide shared path adjacent the site which exceed the Austroads requirements. At Council's request the path narrows to 2.5m near the intersection of Midson Road to maintain a green buffer to the roadway. In accordance with Austroads standard, the width is suitable for a local access / commuter bicycle / pedestrian path and is considered appropriate.

These proposed pedestrian and bicycle improvements are included as part of the Early Works Package.

3.6.2 Public Transport Accessibility

The Stage 1 Residential development is consistent with the public transport provisions and development measures proposed as part of the approved Concept Plan.

The Stage 1 Residential development is within an extended but achievable walking distance of the Eastwood and Epping Railway stations and bus interchanges, which provides regional and Sydney wide public transport connections. New rail services to Chatswood and the current links from Epping Station will provide excellent opportunities for travel by rail to the rest of the Metropolitan area.

The site is passed by a bus route linking Parramatta and Eastwood and within walking distance of other bus routes and Epping and Eastwood railway stations. The demand for bus services near the site is likely to increase with the additional population within Epping Park and the adjacent Brickworks development.

Discussions were held with officers of STA as part of the Concept Plan development and included the potential opportunity to divert bus services along Mobbs Lane. To accommodate the potential for diverted or new bus services a number of design modifications have been developed in consultation with STA and incorporated into the Mobbs Lane concept design.

These modifications are part of the Early Works Package.

4 Construction Traffic Implications

The purpose of this chapter is to provide an overview of the likely construction traffic impacts associated with the Stage 1 Residential development, and proposed mitigation measures.

Detailed assessment of construction traffic impacts and management measures will be undertaken once the detailed construction methodology is developed. This detailed assessment will form part of a detailed Construction Site Management Plan (CSMP) for the works. This will be undertaken prior to construction certification in consultation with the construction contractors and the relevant approval authority.

4.1 *Detailed CSMP and Requirements for Compliance*

The following information is general in nature as a detailed CSMP will be developed by the construction contractor as required. At that time, the contractor will need to amend any details herein should changes be required.

Standard RTA Traffic Control Plans (as required) are recommended in accordance with RTA Guidelines². This details the locations of signs, bollards, safety barriers, etc. in accordance with the RTA's Manual ("Traffic Control at Worksites, Version 3, September 2003"). Additional details will be provided by the contractor to Parramatta City Council and RTA Traffic Management Centre prior to any traffic control for each stage of work affecting Mobbs Lane.

4.2 *Estimated Truck Volumes and Truck Routes*

It is estimated that Stage 1 Residential works would generate around 2 - 10 truck trips on average per hour for the majority of the works based on estimated quantities and work.

² Traffic Control at Worksites, NSW Roads and Traffic Authority, 2003

The estimated construction traffic volumes are based on prior experience with sites of this magnitude.

The volumes of truck traffic would be relatively low and would not have any significant impact on traffic conditions although the extent of any road and footpath closures will affect traffic flow along Mobbs Lane.

It is noted that the Seven Network operations will have relocated elsewhere and that the volumes of construction traffic would be well below the volumes generated by the Seven Network traffic.

During the construction period, truck access will occur from Mobbs Lane as this is the only road frontage available to the site. It is noted that an existing 3 tonne load limit exists on Mobbs Lane. The regulations regarding load limits allow vehicles heavier than the restricted weight to use the load limit road where no other access is available. As such, heavy vehicle access to and from the development site is permissible via Mobbs Lane, both from the east and the west.

Notwithstanding the above, it is understood that heavy vehicles associated with the Seven Network operations on the site do not travel west of the site along Mobbs Lane to Marsden Road. Similarly construction traffic associated with the Brickworks site on the southern side of Mobbs Lane do not travel west along Mobbs Lane to Marsden Road.

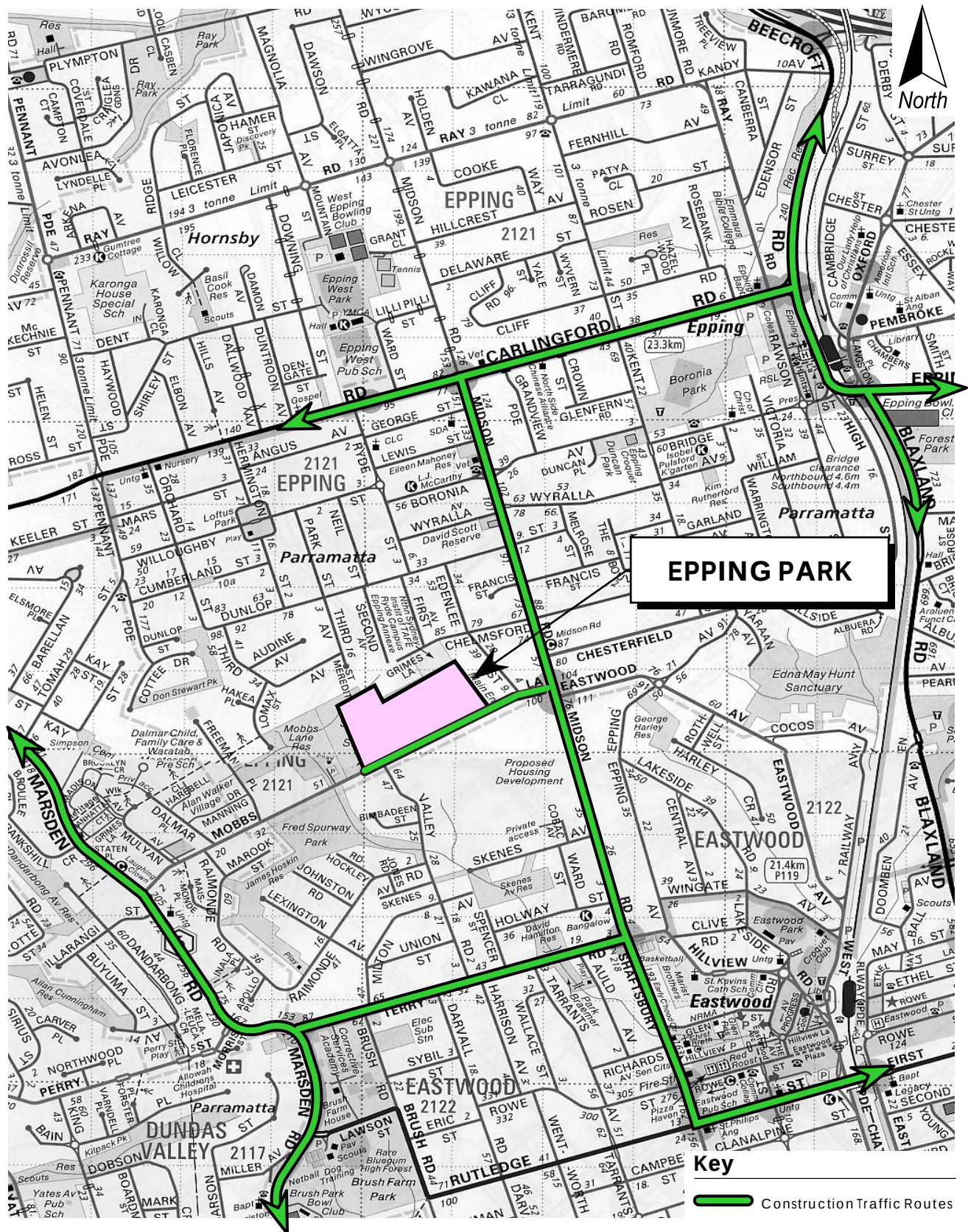
It is proposed that the same construction traffic route utilised for the Brickworks site and the arrangements for the former Seven Network operations would be used for heavy construction traffic (over 3 tonnes) associated with the development. These routes for vehicles in excess of 3 tonnes are shown in Figure 2.

The main access points for heavy vehicles during construction will be on Mobbs Lane. Sight distances at Mobbs Lane are excellent and in this respect the access will be adequate for construction access.

Any proposed temporary driveways will be constructed in accordance with RTA requirements and approved separately by others.

PROPOSED CONSTRUCTION TRAFFIC ROUTES

EPHING PARK



All movements from existing or temporary driveways will occur in a forward direction to minimise the disruption to through traffic.

It is intended that adequate on site car parking facilities will be provided to accommodate construction worker parking and vehicle deliveries to and from the site. The detailed CSMP will detail the location of the site office and facilities including the location and number of staff car parking spaces.

5 RTA and Council Submissions

5.1 *Roads and Traffic Authority*

In addition to the DGRs, the RTA has provided a number of items to be considered as part of the transport assessment for the Stage 1 Residential development.

This section covers the traffic and parking related issues from a letter dated 16 January 2009 from the RTA. The RTA issue is paraphrased and shown in italics. Below each issue is a response to each issue.

1. *Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need for upgrading or road improvement works.*

Estimates of the traffic generation and the impacts on road network operation for Stage 1 Residential have been outlined in **Chapter 3** of this report.

2. *Evidence indicating that the requirements of the attached letter dated 16 April 2008 will be complied with as part of this application.*

The letter refers to the preparation of civil designs for the external road layout as well as provision of public road infrastructure which are addressed in the Early Works Package.

Notwithstanding the above, the funding and staging arrangements for the provision of road network improvement works are being determined through ongoing discussions between the authorities and Sydney Broadcast Property Pty Limited.

3. *Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standard.*
4. *Proposed number of car parking spaces and compliance with the appropriate code.*

Proposed accesses and parking arrangements / compliance for Stage 1 Residential have been outlined in **Chapter 3** of this report.

5. *Details of the service vehicle movements (including vehicle type and likely arrival and departure times).*

Service vehicle movements have been assessed in **Chapter 3** of this report.

6. *The RTA requires the EA report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling) and the provision of facilities to increase the non car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.*

This item has been assessed in **Chapter 3** of this report.

7. *The RTA will require in due course the provision of a traffic management plan for all construction activities dealing detailing vehicle routes, number of trucks, hours of operation, access arrangements, traffic control measures and public pedestrian safety.*

The information provided in **Chapter 4** of this report is general in nature as a detailed Construction Site Management Plan (CSMP) will be developed by the construction contractor as required. The CSMP will be made available to the RTA. At that time, the contractor will need to amend any details herein should changes be required.

This matter has also been addressed in an Environmental & Construction Management Overview prepared by McLachlan Lister as part of the Stage 1 Residential and Early Works Package applications.

5.2 Parramatta City Council

Prior to the consideration of the initial and modified applications a number of meetings were held with Parramatta City Council officers. The outcomes of these meetings have been detailed in the Modification Condition B4 Traffic Report.

The meetings primarily centred on the suitability and location of the access intersections and improvement works on Mobbs Lane. The agreed layout of the access intersections were shown on the approved concept plan. This report does not change the layout of these intersections.

Discussions were also held with Council officers in regards to the landscape plans for the development. Feedback from Council has been incorporated into the design of the proposed pedestrian and cycleway paths.

A letter dated 12 January 2009 indicates no additional information is required by Parramatta City Council at this time.

6 Conclusion

This report has provided details on the transport impacts of the Stage 1 Residential development of Epping Park.

The proposed development is considered to:

- provide adequate on site car parking, bicycle parking and service vehicle facilities;
- mitigate potential impacts to the surrounding network, and
- provide access for residents to available public transport and non car modes.

In summary, the proposed Stage 1 Residential development is consistent with the traffic and transport aspects of the approved Concept Plan for the Epping Park site.