



24 February 2022

Mr Michael Cassel
Secretary Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: David Glasgow

Dear Mr Cassel,

**RESPONSE TO SUBMISSIONS (RTS)
EDEN STREET MIXED USE REDEVELOPMENT (SSD-11429726)
26-42 EDEN STREET AND 161-179 PRINCES HIGHWAY, ARNCLIFFE**

Thank you for referring the 'Response to Submissions' (RtS) to Transport for NSW (TfNSW) regarding SSD-11429726 'Eden Street Mixed Use Redevelopment'.

TfNSW has reviewed the RtS and provides the following comments for consideration and suggested conditions of consent in **TAB A**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Divna Cvetojevic, Development Assessment Officer, on 0455 515 259 or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Pegg'.

Brendan Pegg
A/Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

TAB A

Impact to Princes Highway (classified road)

Comment:

TfNSW support's 'in-principle, the proposed deceleration lane and associated supporting civil works, as a 'left-in only' arrangement from the Princes Highway to the subject development.

It should be noted that the Applicant will require separate TfNSW concurrence under section 138 of the *Roads Act 1993* for the proposed civil works along the Princes Highway frontage of the development site and enter into a Works Authorisation Deed (WAD) for the proposed works with the agency.

As part of this process, the Applicant will need to provide a detailed concept plan for TfNSW acceptance, which includes but is not limited to:

- Capacity / length of deceleration lane to be modelled in SIDRA with the existing tidal flow on Princes Highway and its operation and if there is a traffic overflow to Princes Highway, mitigation options to be developed. Electronic copy of SIDRA should accompany the submission.
- Deceleration lane need to be suitable for a 70km/h design speed and designed as per Austroads Part 4A.
- There would need to be a distance equal to 4 secs of travel between the left turn lane from Forest Road onto the Princes Highway and the start of the deceleration lane.
- The design of the deceleration lane and the following ramp into the car park would need to consider the grade (and therefore the length) of the ramp, vertical clearance at the portal, the size of vehicles accessing the car park and the appropriate sight distance over the crest where the deceleration lane ends and the ramp starts.
- Assess the required width and the length for the deceleration lane and the ramp when offsets, grades etc are taken into consideration.
- Independent Road Safety Audit (RSA) is to be undertaken for the deceleration lane concept design including the proposed grade separation of deceleration lane and pedestrian's path / movement with any recommendations incorporated into the concept design.
- The WAD will also include the conversion of existing vehicle crossovers on the Princes Highway to kerb and guttering, potential stormwater connections and discharge, and excavation.

Recommendation:

TfNSW recommends that Department includes the following condition in any determination issued:

- Prior to the issue of any construction certificate, the Applicant shall obtain concurrence under section 138 of the *Roads Act 1993* and enter a WAD for the civil works on Princes Highway.

Please contact development.sydney@transport.nsw.gov.au for TfNSW requirements under the *Roads Act* and WAD process.

Impact to Forest Road (classified road)

Comment:

Left-in, left out (LILO) arrangement at the intersection Forest Road / Eden Street is to be designed and installed by the Applicant.

Please note that Forest Road, at this location, is a classified road and as such any works or structures to reinforce LILO on Forest Road would require separate TfNSW concurrence under section 138 of the *Roads Act 1993* for any civil works and be included as part of WAD with the agency.

Any civil works on Eden Street (which is a local road) to reinforce LILO arrangement shall be to the satisfaction of Council.

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Recommendation:

TfNSW recommends that Department includes the following condition in any determination issued:

- Prior to the issue of any construction certificate, the Applicant shall obtain concurrence under section 138 of the *Roads Act 1993* and enter a WAD for any civil works on Forest Road.

Please contact development.sydney@transport.nsw.gov.au for TfNSW requirements under the *Roads Act* and WAD process.

Excavation adjacent to the M8 Motorway

Comment:

TfNSW has identified that a portion of the site is within the M8 Motorway corridor. To ensure that the Applicant's construction activities do not compromise the safety and structural integrity of the Motorway, it is requested that TfNSW's standard asset condition for developments of this nature is applied by the Department.

Recommendation:

TfNSW recommends that Department includes the following conditions in any determination issued:

- All buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Princes Highway and M8 Motorway boundary.

Structural integrity of the Motorway is not to be compromised.

- The Applicant is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001. The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW.

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

The Applicant shall submit a statement from a suitably qualified geotechnical engineer confirming that the proposed development will not impact the stability of the M8 Motorway and that monitoring of the embankment for vibration and movement will not be required or otherwise.

Please send all documentation to development.sydney@transport.nsw.gov.au.

Impacts to the local road network

Comment:

TfNSW notes that all access movements are proposed via Eden Street, which is a local road under the care and control of Council. As such Council should be satisfied with the proposed access arrangements, including swept paths of the vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as maneuverability through the site and any local road mitigation measures

Recommendation:

The Applicant should continue to consult with Council regarding any required improvements to the local network surrounding the subject development and obtain the necessary *Roads Act* approvals along the local road network for the any civil work as required.

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Construction Pedestrian and Traffic Management Plan (CPTMP)

Comment

TfNSW notes that the proposed development's construction activities, including civil works delivery along the classified road corridors of Princes Highway and Forest Road, has the potential to impact the surrounding classified road network and Motorway operations. As such, TfNSW recommends that the Department consider imposing the below Construction Pedestrian and Traffic Management Plan (CPTMP).

Recommendation:

TfNSW recommends that Department includes the following condition in any determination issued:

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the Applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Details of crane arrangements including location of any crane(s);
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
 - Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads;
 - Details of the monitoring regime for maintaining the simultaneous operation of buses, light rail and construction vehicles on roads surrounding the site;
 - Pedestrian and traffic management measures;
 - Construction program and construction methodology;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Measures to avoid construction worker vehicle movements;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
 - Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
 - Cumulative construction impacts of projects. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network; and
 - Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to TfNSW for endorsement via development.sco@transport.nsw.gov.au and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW to resolve issues relating to traffic, public transport, freight, servicing, and pedestrian access during construction in real time. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

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