

24 July 2023

TfNSW Reference: SYD21/00188/14

DPE's Reference: SSD-14378717



Anna Nowland  
Department of Planning and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Attention: A. Nowland

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**UPDATED RESPONSE TO SUBMISSIONS FOR STAGE 1A TELOPEA  
ADDERTON ROAD, TELOPEA**

Dear Ms Nowland,

Reference is made to the applicant's correspondence, including 'Response to TfNSW Request for Information Signals Justification' letter dated 6 April 2023, 'Trip Generation Sensitivity Test' letter dated 5 April 2023, and concept civil design plans for New Link Road/Adderton Road dated 14 November 2022, which were referred to TfNSW for consent under Section 87(4) of the *Roads Act 1993* and for comment.

TfNSW has reviewed the submitted application and is currently unable to provide consent for the provision of Traffic Control Signals under Section 87(4) of the *Roads Act 1993* for proposed signalisations of Adderton Road/New Link Road, Adderton Road/Manson Street, Evans Road/Shortland Street. As per the agreed meeting actions received from the applicant dated 16 May 2023 (see attached), TfNSW provides the following advice:

1. In regard to Point 1 and 2 of the below meeting minutes, the proposed actions are acceptable.
2. In regard to the provision of the New Link Road level crossing (point 3), TfNSW prefers a level crossing is not proposed in this location, subject to the following conditions:
  - The works constructed as part of the MOU agreement dated 3 December 2018 for the enabling works for the proposed light rail crossing zone will not need to be removed. Notwithstanding, any removal works within the light rail crossing zone are subject to TfNSW's Parramatta Light Rail team (PLR) review and endorsement.
  - Council is to be satisfied that adequate pedestrian crossing facilities are provided at the Telopea Light Rail stop, noting increased pedestrian volumes and the need for east-west pedestrian crossings within the Telopea Precinct for connectivity.

However, if the level crossing is proposed as part of the resubmitted SSDA package, TfNSW is unable to provide Agreement in Principle (AIP) for the provision of Traffic Control Signals under Section 87(4) of the *Roads Act 1993* for proposed signalisations of Adderton Road/New Link Road, for the following reasons:

- The signalised pedestrian crossing at Adderton Road/New Link Road will provide a safe crossing point for pedestrians to access the PLR plaza and light rail (LR) stop, producing a desire line. The current location of the proposed refuge island produces a north-south desire line to the pathway in the southern parkway within the residential development

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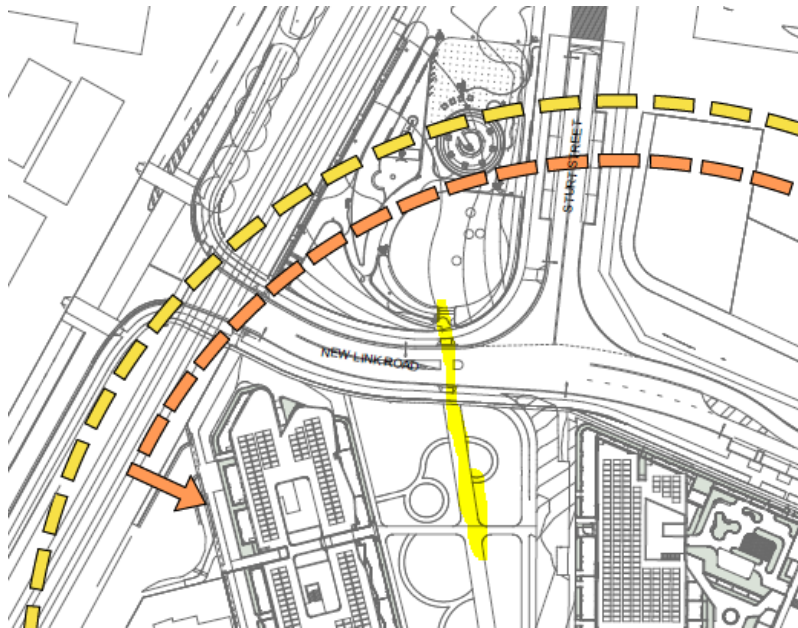
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south of New Link Road, as highlighted in the image below. This is considered unsafe as it is unsignalised.

TfNSW requires the pedestrian refuge island to be relocated further to the east along Sturt Street East, to encourage pedestrian use of the signalised crossing facility at Adderton Road/New Link Road that is a safer desire line.



TfNSW raises safety concerns regarding the right turn bay into Sturt Street North, due to proximity to Adderton Road. Westbound motorists may assume the right turn bay services Adderton Road and may mistakenly enter. This will create weaving movements that increase the chance of lane change and rear end type crashes.

3. In regard to Point 4 of the below meeting minutes and actions, TfNSW will not provide Agreement in Principle (AIP) for the provision of Traffic Control Signals under Section 87(4) of the *Roads Act 1993* for proposed signalisations of Adderton Road/Manson Street, Evans Road/Shortland Street as part of conditions of consent for this SSDA. Warrants assessment for signalisation for any future applications for the staged development of this site, will be assessed on merit at the time of submission of future SSDA/DA. At the time of assessment of this SSDA, the signalisation of these intersections is not supported and will not be conditioned. If intersection upgrades are proposed as part of this SSDA, Council should be satisfied that alternative treatments can safely accommodate traffic movements, noting these are local roads under the management of Council.

TfNSW is in receipt of the applicant's correspondence 'Trip Generation Sensitivity Test' dated 22 June 2023, 'Response to feedback from TNSW' dated 16 June 2023 prepared by J.Wyndham Prince, and letter dated 23 June 2023 prepared by Urbis and is currently reviewing. TfNSW is undertaking assessment and will provide comments and requirements accordingly.

Should you have any questions relevant to the subject proposal, please contact Shoba Sivasubramaniam at 0431 446 623 or via email at [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Sincerely,



**David Rohloff**

Senior Manager Land Use Assessment  
Planning and Programs  
Greater Sydney Division

Sent: Tuesday, 16 May 2023 10:19 AM

To: James Shelton <James.Shelton@planning.nsw.gov.au>; Elise Crameri <Elise.Crameri@dpie.nsw.gov.au>; Chris Koukoutaris <Chris.Koukoutaris@frasersproperty.com.au>

Subject: RE: Telopea Concept Plan & Stage 1A Residential, Retail, Child Care, Aged Care - SSD-14378717

Hi James,

Thanks for the below. For clarity, I wanted to clarify some of the actions on each of the below items as I don't believe they have been accurately depicted. Please refer to wording in red.

Could you please review and redistribute accordingly.

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Hi all,

Thanks for last Wednesdays meeting and I appreciate your time. The agreed outcomes were:

1. ~~Frasers to respond to the second page items 2-11 in a consolidated list, addressing assumptions and resubmit the SIDRA modelling results to TfNSW.~~ **Frasers/ASON to respond to items 2-11.**
2. Kissing Point Road – Transport to clarify if the State SIC / VPA includes this item. **Correction. Frasers are of the view that the state contribution VPA which is currently under negotiation should cover this cost and therefore Frasers re-iterate that no additional funding will be allocated to this. This is the position that Frasers will take in the revised response. No further clarification from TfNSW required at this point.**
3. Pedestrian refuge for the New Link road is the main contested item. Transport and Frasers agreed that they would host technical experts to discuss pedestrian refuge options, safety and Frasers preferred approach (if necessary). **Our technical experts will provide a response on this item and if necessary, we are happy to facilitate a discussion with TfNSW's technical experts. In addition to comments specifically regarding the pedestrian refuge, TfNSW seem to have various issues with the new link rd itself. In the first instance, TfNSW are to advise if the New Link Rd is wanted or not. This was a community led outcome that we are trying to facilitate, however we seem to be receiving conflicting verbal advice on this (from TfNSW) and therefore need clear direction from TfNSW.**
4. Frasers provide evidence to Council regarding the consideration of alternative treatments for:

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- a. Adderton Rd / Manson St
  - b. Sturt St / Manson St
  - c. Evans Rd / shortland St

**This was not the agreed action. Frasers are to respond on these intersections (to TfNSW), however the suggestion was that intersections that formed part of future applications (outside of Stage 1A) would be conditioned and subject to future assessments.**

**Nadim Akari**  
Senior Development Manager  
Frasers Property Australia

T +61 2 9767 2421 M +61 447 650 651

E [Nadim.Akari@frasersproperty.com.au](mailto:Nadim.Akari@frasersproperty.com.au)

Level 2, 1C Homebush Bay Drive, Rhodes NSW 2138 Australia

[www.frasersproperty.com.au](http://www.frasersproperty.com.au) | [LinkedIn](#) | [YouTube](#)