



27 May 2021

TfNSW Reference: SYD20/00117/06
DPIE Reference: SSD 10425

Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: **Paula Bizmis**

RESPONSE TO SUBMISSIONS STAGE 2 DETAILED DESIGN - TALLAWONG STATION PRECINCT SOUTH, 1-15 & 2-22 CONFERTA AVENUE, ROUSE HILL

Dear Sir/Madam,

Reference is made to the Department's correspondence dated 19 February 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

This letter supersedes the TfNSW response submitted on 17 March 2021.

TfNSW has reviewed the further response to submissions and provides the following comments:

Stormwater connections

Comments

TfNSW has previously noted that any stormwater connections for this development to the existing stormwater pits located within TfNSW owned land will require the developer to discuss acquisition requirements as connections shown are on TfNSW land at the corner of Cudgegong and Schofields roads. The land in question is now in the process of being dedicated as public road. TfNSW advises access to the land will be available during Stage 2 of the development.

Recommendation

As a condition of consent in any determination by the Department, TfNSW requires the applicant to enter into a Works Authorisation Deed (WAD) in relation to the stormwater connection.

Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to TfNSW for approval, prior to the commencement of any works. Documents should be submitted to Development.Sydney@rms.nsw.gov.au

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.

Active Transport Considerations

Comment

Section 2.5 of the TPIA states that the Conferta Avenue will have a 2.5m wide footpath on the northern side of the road and a 1.9m footpath on the southern side of the road. Cudgegong Road provides a 2.5m wide shared path at the eastern end of Conferta Avenue.

It is noted that the sites propose three north south active transport links through the site with the central link being a shared path.

Recommendation

NSW policy emphasises the importance of walking and cycling as effective means to integrate transport with land use. In order to complete the active transport network for this development site and encourage residents, visitors and staff to utilise sustainable transport modes, TfNSW requests that prior to the issue of the Construction Certificate, the following conditions be applied:

- The northern footpath on Conferta Avenue for the length of the development site frontage be designated as a shared path with a minimum width of 2.5m (wider if possible); and
- The southern footpath on Conferta Avenue will be widened by 0.5m between tree pits to provide pedestrian passing bays (total footpath width of 2.5m) with the remainder of the footpath being at least 2m wide as per the attached drawings.

Green Travel Plan

Comment

The Green Travel Plan (GTP) developed by the Applicant includes an overview of the existing and future transport network and services and provides adequate guide for how a GTP could be developed for the site and what the GTP could include.

TfNSW notes that the site provides for three distinct uses being high density residential, retail and commercial.

Recommendation

It is recommended that the Applicant should develop a Green Travel Plan for the residential developments and a Green Travel Plan for the retail and commercial developments in consultation with TfNSW. The Green Travel Plan(s) should include, but not be limited to:

- Provide strategies that encourage the use of public and active transport and discourage the use of single occupant car travel to access the site;
- Identify the number of staff and residents within reasonable walking / cycling distance, and predicted mode share;
- Identify specific mode share targets that support higher mode share for public and active transport over a 2, 5 and 10 year horizon;
- Determine a communication strategy for engaging residents, staff and visitors regarding public and active transport use to the site;
- Prepare a Transport Access Guide for residents, staff and visitors providing information about the range of travel modes, access arrangements and supporting facilities that service the site;
- Include promotion of the health and wellbeing benefits of active travel to the site;
- Include wayfinding measures such as local street signage to identify direction and distance to nearby public transport stops and stations;
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- Identify how annual travel surveys will be conducted, an evaluation process and how any mitigations or changes will be implemented; and
- Provide further details on the appointment of Travel Coordinator role and responsibilities for the residential GTP and the commercial and retail GTP.

Please contact development.sco@transport.nsw.gov.au for further information. Additional resources to assist can be found here: <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

If the development is approved, it is requested that a condition be imposed as follows:

- Prior to the issue of the first Occupation Certificate, the Applicant shall submit a copy of the final Green Travel Plan(s) for endorsement to the Sydney Coordination Office within TfNSW.

Car Parking

Comment

As a guiding principal, Sydney Metro and Landcom considered that a reduced car parking provision for Tallawong Station Precinct South is fundamental for the site to achieve:

- An exemplar transit orientated development, maximising the benefits of fast frequent metro connections with services every 4 minutes in the peak and 10 minutes in off peak;
- A town centre where cars do not dominate;
- Activation and life on the street; and
- Less congestion of precinct roads.

Accordingly, the car parking rates approved for the site in the concept approval were based on car parking rates similar to other developments on sites within 800m of a railway station in the Sydney Metropolitan Area. However, the applicant proposes car parking rates for the site which are significantly higher and are not considered to meet transit orientated development's principles.

Recommendation

Planning for new developments in the Tallawong Station Precinct needs to adhere to NSW policies integrating transport with land use and incorporate the principles of transit-oriented development and initiatives to reduce the need and reliance on private vehicle travel.

If the development is approved, it is requested that a condition be imposed as follows:

- Car parking rates shall be in accordance with the car parking rates in the concept approval for the development.

If you have any further questions please direct attention to Sandra Grimes on 9563 8651 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Pahee Rathan

Senior Land Use Assessment Coordinator