



25 May 2022

TfNSW Reference: SYD21/00188/04

Department's Reference: SSD-14378717

Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: **Minoshi Weerasinghe**

**RESPONSE TO SUBMISSIONS FOR TELOPEA CONCEPT PLAN & STAGE 1A
RESIDENTIAL, RETAIL, CHILD CARE & AGED CARE - ADDERTON ROAD, TELOPEA**

Dear Sir/Madam,

Reference is made to your correspondence dated 22 April 2022, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted application and requests the following information for further assessment of this application:

1. The referenced 'Telopea Stage 1 MasterPlan Traffic and Transport Assessment Addendum', utilised SIDRA modelling to identify underperforming intersections at the planning proposal stage. However, proposed signalisations have not yet been validated, and updated warrants assessment are required for Adderton Road/New Link Road, Adderton Road/Manson Street, Manson Street/Sturt Street and Shortland Street/Evans Road. Also, justification is required to evidence the safety need for traffic control signals if traffic volumes do not warrant signals.

A warrant assessment will need to be undertaken as per the 'Traffic Signal Design Manual, Section 2 Warrants', as proposed traffic signals on state classified roads will require consent from the Transport for NSW (TfNSW) for the provision of Traffic Control Signals under Section 87(4) of the *Roads Act 1993*.

2. Comment 5 in the previous TfNSW for SSD-14378717 dated 20 December 2021 has not been adequately addressed. Relocation of the proposed TCS on Adderton Road/New Link Road is be reflected in resubmitted civil design plans and amended SIDRA modelling.
3. The TfNSW concerns regarding the proximity of the proposed intersection to the mid-block signals near Roberts Street is still a concern and has not been addressed.
4. New Link Road is proposed to be a single lane on approach. There are conflicting

pedestrian crossings and required pedestrian protection time will result in no traffic coming out of the side street (Sturt Street). TfNSW requests two lanes on this approach.

5. Updated SIDRA modelling should be provided for base scenarios with and without development and should exclude mitigation measures delivered by Council or TfNSW that are identified to mitigate estimated background growth. There are currently no funding commitments to construct these proposals. Development scenarios for SIDRA modeling should include the proposed traffic control signals and development only.
6. TfNSW is seeking confirmation that an additional TCS at the New Link Road/Adderton Road will not hinder the PLR from achieving its contracted running time.
7. There is a proposed 3% crossfall gradient on both sides of the New Link Road verge that is not aligned to the light rail alignment (2.5% crossfall gradient to the south). Amended civil plans should be submitted showing the grade pavement at crossing is flush with the light rail.
8. The kerb line is proposed to transition down to pavement level and the kerb and gutter will terminate at the edge of the light rail carriageway. TfNSW is seeking confirmation of stormwater drainage arrangements of the kerb adjacent to the light rail corridor, noting there is no encompassing drainage line in this location on the submitted civil plans.
9. TfNSW is seeking detail of the proposed track slab in the light rail crossing.
10. Submitted civil plans show incomplete road design. Updated civil plans should be provided showing comprehensive detail of drainage, pavement, road future and TCS detail for further assessment and confirmation that there is no impact on the Light Rail project.
11. The footpath and pedestrian crossing are not aligned to the location of the Overhead Wire pole JC5+236 which is a potential *Disability Discrimination Act 1992 (DDA)* compliance issue. The footpath and pedestrian crossing should be amended in resubmitted civil plans.
12. Although the traffic surveys were not completed at the height of the pandemic, traffic would still not be representative of the true nature of our road network.

TfNSW requests the proponent revises the Traffic and Accessibility Impact Assessment to use traffic data from a wider sample of dates during a period pre-Covid or post-Covid. If the proponent is unable to source this data, the provided should be adjusted to account for reduced traffic volumes due to COVID-19.

13. The mode share targets for cycling and walking could be improved, and TfNSW would recommend having short-term and long-term mode share targets also. The provision of bicycle parking and end of trip facilities will further encourage active transport as a viable mode share and should be monitored regularly to ensure adequate supply.

14. The applicant is to consider reducing the parking rates with a maximum rather than a minimum rate and introducing parking management initiatives to de-incentivise driving where possible. TfNSW recommend reducing the amount of carparking proposed (both off street and on street) as this will further encourage car driving as a preference and reduce any incentive to harness other more sustainable modes. This is consistent with Future Transport 2056 in which Travel Demand Management (TDM) is one of TfNSW top priorities.
15. The stop line on the intersection layouts for Adderton Road/New Link Road should be located as close to the intersection as possible to minimise inter-green time and improve sight distances.
16. TfNSW requires confirmation within the TAIA of proposed measures to minimise impact to the reliability of route 545. Increased housing densities, improved infrastructure and increased frequency of service will attract visitors to Telopea, as based on similar uplifted locations. There is a great potential for increased traffic in all streets that have an access point, including Sturt Street.
17. A Green Travel Plan (GTP) should be developed consultatively with TfNSW to address cycleway constraints on Sturt, Marshall and Evans Street. Carriageway widths are too narrow to accommodate traversing buses and cycles.
18. Details regarding the forecast loading and servicing by vehicle size, frequency, time of day and duration of stay should be provided to evidence that forecast demand of the development is adequately serviced by the proposed freight and service vehicle parking provisions. TfNSW advises there will be a significant number of vehicles rejected from the loading dock, causing circulating vehicles to illegally park on-street.

TfNSW requests the abovementioned information for further assessment prior to the determination of the application. Upon receipt of the above requested information and confirmation, TfNSW will undertake assessment and provide comments accordingly.

TfNSW recommends the proponent to resolve the above concerns with TfNSW prior to lodging the updated documents with DPE.

TfNSW also provides the following comments for the Department of Planning, Industry and Environment's consideration in the determination of this application:

1. All designs to be provided to TfNSW PLRs¹ for review and approval.
2. All construction staging plans to be provided to TfNSW PLRs¹ for review and approval.
3. All operation, maintenance and decommissioning plans to be provided to TfNSW PLRs¹ for review and approval.
4. All costs associated to the review and approval by TfNSW PLRs¹ of the aforementioned will borne by the proponent.

5. The proposal may affect PLRs¹ construction and/or operation and the proponent needs to demonstrate and reach an agreement with TfNSW and its agents how its development eliminates impact to construction and/or operation.
6. 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) and crane movement plan;
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
 - Construction vehicle access arrangements;
 - Construction program and construction methodology, including any construction staging;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Measures to avoid construction worker vehicle movements within the Telopea Precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder;
 - Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
 - Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;

Submit a copy of the final plan to TfNSW for endorsement via development.CTMP.CJP@transport.nsw.gov.au; and

Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via development.CTMP.CJP@transport.nsw.gov.au 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.

7. TfNSW welcome that Section 6.9 provides green transport initiatives, including developing a Green Travel Plan (GTP). TfNSW asks that a GTP is prepared and submitted to TfNSW TDM team prior to Occupation Certificate. The GTP is to:

- Identify and determine a course for the delivery of mode share targets and strategies that encourage the use of sustainable transport options that reduce the dependence on and proportion of single occupant car journeys to the site, based on credible data.
- Be prepared by a suitably qualified transport or traffic consultant.
- Include strategic-level objectives and mode share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP and future DAs within the subject site.
- Include specific tools and actions to help achieve the objectives and mode share targets.
- Include measures to promote and support the implementation of the plan.
- Identification of a responsible party (or Committee) for the ongoing implementation of the GTP.
- Confirmation of extent and nature of end of trip facilities and bike parking and how they will be promoted to residents.
- Consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets.
- Include a draft Transport Access Guide (TAG) that would be refined under future DAs to provide information to residents about the range of travel modes, access arrangements and supporting facilities that service the site.
- Identification of a communications strategy for conveying GTP information to residents, including for the TAG.

If you have any further questions, please direct attention to Development Assessment Officer, Ms Shoba Sivasubramaniam, on 0431446623 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Zhaleh Alamouti
Senior Land Use Planner