

Bruce Macnee
Manager Strategic Planning
Liverpool City Council
Locked Bag 7064
Liverpool BC NSW 1871

Attn: Amy van den Nieuwenhof
Reference – 237626.2016

Dear Mr Macnee

**Public Authority Consultation for Draft Liverpool Local Environmental Plan 2008
(Amendment No. 63)**

Thank you for your letter dated 2 September 2016 inviting Transport for NSW (TfNSW) to comment on the subject planning proposal for Middleton Grange. I would like to apologise for the delay in providing this response.

Transport for NSW supports the comments provided in the Roads and Maritimes Services response to this Planning Proposal.

TfNSW has reviewed the documentation presented in support of the planning proposal. It is understood the proposed rezoning is intended to enable increased mixed-use development and add an additional 800 – 900 dwelling units to the Town Centre, resulting in over 2,500 dwelling units and 37,000 m² retail/commercial within Middleton Grange.

TfNSW advises a proposal of this size requires a transport impact assessment. The transport impact statement provided does not provide enough information for TfNSW to be able to assess the impact the proposed development will have on the regional and classified road network.

TfNSW will be happy to host a Scoping meeting to discuss and agree upon an appropriate methodology to assess the proposed development densities.

A comprehensive discussion of the issues is provided in **Attachment A**.

Should you have any questions regarding this matter, please contact Robert Rutledge, Principal Transport Planner on 8202 2203 or Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



27/10/16

Mark Ozinga
Principal Manager, Land Use Planning & Development
Transport Strategy

CD16/13313

Attachment A – TfNSW Comments

Transport for NSW provides the following comments for consideration on the proposed Planning Proposal for the Draft Liverpool LEP 2008 (Amendment 63):

Transport Impact Assessment Requirements

A Transport Impact Assessment should be prepared to include, but not limited to, the following:

- Identify accurate details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the local road network.
- Estimate the total daily and peak hour trips anticipated to be generated by the proposal, including accurate details of the future daily and peak hour vehicle movements, the split of light and heavy vehicles, and the type of heavy vehicles likely to be used and detail routes used to access key freight locations/routes. NOTE: TfNSW does not support use of the 0.15 PM peak rate for high density residential flat dwellings. The referenced rate applies to a CBD environment which provides multiple public transport choices. Middleton Grange does not fit this classification and should consider the Regional Average rate.
- Assessment of the cumulative impact of traffic volumes from the proposal together with existing and approved development in the area. NOTE: The TIA needs to consider the cumulative impacts of all approved development within the Middleton Grange Precinct.
- Assess the impacts of the traffic generated on the surrounding existing road network and consideration of future/planned (if any) road infrastructure projects. The study should include assessment of impacts on road safety, intersection capacity (e.g. Cowpasture Rd at Hoxton Park Rd and other regional/State roads) and the potential need/associated funding for upgrading or road works. The assessment needs to be supported by appropriate modelling and analysis to the satisfaction of Roads and Maritime Services.
- Assess the impact of the proposal on existing and future public transport and walking and cycling infrastructure within and surrounding the site.
- The study should identify suitable measures that could be included in planning controls or conditions of consent to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages.
- Detail any upgrades to road and transport infrastructure required to mitigate impacts of future developments including appropriate funding mechanisms to implement upgrades infrastructure in consultation with Department of Planning and Environment.

Relevant Policies and Guidelines that should be considered in the study:

- *NSW Long Term Transport Master Plan 2012*
- *Guide to Traffic Generating Developments (Roads and Maritime Services)*
- *Austroads Guide to Traffic Management – Part 12: Traffic Impacts of Development*
- *Cycling Aspects of Austroads Guides*
- *Planning Guidelines for Walking and Cycling*

Attachment A – TfNSW Comments

General Comment:

The proposed rezoning includes changes to zoning which will increase the density within the Middleton Grange Town Centre. This will constitute a benefit for walking and cycling by bringing people closer to destinations. TfNSW suggests adding language to the LEP/DCP that will encourage end of trip facilities which allows developers to exclude end of trip facilities from their floor space calculation.