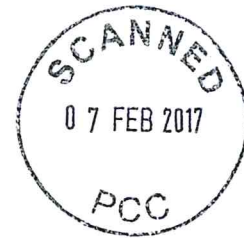




**Transport
for NSW**



Mr Alex McDougall
Executive Planner
Development Assessment Services
City of Parramatta
PO Box 32
Parramatta NSW 2124

Dear Mr McDougall

Concept Proposal and Stage 1 Development Application for 657-661 Victoria Road and 4-6 Wharf Road, Melrose Park (DA/1157/2016)

Thank you for your letter dated 8 December 2016, requesting Transport for NSW (TfNSW) review and comment on the above. Please accept this letter as a TfNSW and Roads and Maritime Services joint response.

TfNSW appreciates City of Parramatta for the opportunity to provide comment on the Concept Proposal and Stage 1 Development Application for the above. Comments for key issues are below and the remaining comments are provided in **TAB A**.

Concept Proposal

Traffic Generation Rates

Comment

The adopted traffic generation rates are 0.19 veh / dwelling (AM) and 0.15 veh / dwelling (PM) for the morning and afternoon peak periods based on the Roads and Maritime Services Technical Direction TD13/04a. These rates are the average of the traffic generation rates from multiple high density residential developments located within the Sydney Metro / Regional Areas. TfNSW and Roads and Maritime does not support the adopted rates as these rates have been derived from the results of the surveys undertaken at the sites where higher level of public transport service is provided compared to Melrose Park.

Recommendation

TfNSW and Roads and Maritime requests that the proponent adopts the traffic generation rates based on the traffic surveys undertaken at comparable sites in relation to level of public transport availability and the number of dwellings and revise the traffic assessment accordingly prior to the approval of concept plan.

Traffic Growth

Comment

The adopted traffic growth assumes zero traffic growth along the Victoria Road corridor. This assumption would need to be verified with strategic network modelling.

Recommendation

The future traffic growth rate assumption on Victoria Road should be verified with Roads and Maritime's Strategic Traffic Forecasting Model. Future traffic modelling and assessment would be required if the traffic growth is greater than zero.

Proposed Road Widths of Access Road and Wharf Road at the Victoria Road intersections with Kissing Point Road and Marsden Road

Comment

The widths of the Access road and Wharf Road have been determined based on the traffic analysis undertaken with low traffic generation rates, zero traffic growth and without the inclusion of the area south of the development site. The applicant needs to undertake a detailed traffic analysis to confirm that the widths of the Access Road and Wharf Road are adequate to cater for the increased traffic volumes from the area south of the proposed development.

It is noted that Roads and Maritime is currently reviewing the access arrangement options for inclusion into the Transport Management and Accessibility Plan (TMAP) for the northern structure plan. Further comments will be provided accordingly.

Recommendation

It is requested that the applicant undertakes a revised traffic assessment to confirm that the widths and layout of Access Road and Wharf Road at Victoria Road are adequate to cater for the cumulative impact of the subject development and the area south of the development site (including northern and southern structure plan) prior to the approval of concept plan in consultation with TfNSW and Roads and Maritime Services. Further comments would be provided on the geometric and traffic signals design of the proposed access and intersection upgrade following submission of appropriate plans of the Roads and Maritime Services agreed concept layout

Stage 1 Development Application

Construction Traffic Management Plan

Issue

The proposed development has the potential to impact on the existing traffic/transport operations and pedestrian and cyclist safety during construction.

Recommendation

Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with City of Parramatta and Roads and Maritime Services. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.

The CTMP shall include the cumulative construction impacts of all the projects adjacent to the site. The Applicant shall submit a copy of the CTMP to City of Parramatta Council, prior to the commencement of work.

TfNSW requests that the proponent consults with TfNSW and Roads and Maritime Services in relation to issues identified in this letter. TfNSW would be pleased to consider any further material forwarded from the proponent.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely

A handwritten signature in black ink, followed by the date '1/2/17' written in a similar style.

Tim Raimond
**A/Executive Director, Transport Strategy
Freight, Strategy and Planning**

Objective Reference CD16/17879

TAB A – Remaining Comments on the Concept Proposal and Stage 1 Development Application for 657-661 Victoria Road and 4-6 Wharf Road, Melrose Park

Concept Proposal

Proposed Left in and Left out Access to Victoria Road at Kissing Point Road

Comment

TfNSW has concerns in relation to the proposed new left-in / left-out access to Victoria Road at Kissing Point Road as the proposed arrangement would have potential safety issues associated with the following:

- Conflicts between high frequency bus services and merging vehicles from the proposed access to the development;
- Weaving and merging manoeuvres between vehicles turning left out of the proposed left in and left out access and right turn vehicles from Kissing Point Road; and
- Sight distance for vehicles turning out being obscured by vehicles turning in.

In addition, the proposed turn bay to the access point would have the potential to impact on the Transit Stop Number (TSN) 211561 and cause the relocation of this bus stop, which would impact on existing and future resident's access to high frequency bus services.

Recommendation

It is requested that the applicant be conditioned to:

- Consult with TfNSW and Roads and Maritime Services in relation to the proposed left in and left out access to Victoria Road at Kissing Point Road; and
- Undertake a Stage 2 (Concept Design) road safety audit for the proposed left in and left out arrangement to Victoria Road at Kissing Point Road in accordance with *Austroads Guide to Road Safety Audit Part 6: Road Safety Audit* by an independent TfNSW accredited road safety auditor. Based on the results of the Road Safety Audit, the applicant may need to modify their access proposal for proposed left in and left out arrangement to Victoria Road at Kissing Point Road.

Active Transport

Comment

Detailed active transport information is not provided in the Traffic Report.

Recommendation

TfNSW requests that the proponent:

- Modifies the report and the term 'active transport' to separate discussions regarding to walking and cycling, as both are distinct transport modes;
- Discusses existing and future demands, total daily and peak hour walking and cycling trips within and surrounding the proposed development;

- Illustrates all recommended improvements that encourages walking and cycling as a convenient form of transport by providing enhanced connections to land use and transport networks;
- Ensures bike parking and end of trip facilities are provided according to best practice and locations illustrated within the assessment (as per Parramatta DCP 2011 standards and Australian Standard AS2890.3 (2015) Bicycle Parking Facilities); and
- Develops green travel plans and wayfinding strategies to assist with making the pedestrian and cycling convenient and efficient.

Stage 1 Development Application

Construction Vehicle Access via Victoria Road

Comment

Section 4.6 of the Traffic Impact Assessment states that access from via Victoria Road at a suitable location along the site's northern frontage as one of the options for construction vehicle access. This arrangement would have the potential to impact on high frequency bus operations and other road users along Victoria Road.

Recommendation

TfNSW requests that the proponent uses Wharf Road for construction vehicle access to the site to minimise the impact on Victoria Road operation.

Mr Alex McDougall
Executive Planner
Development Assessment Services
City of Parramatta
PO Box 32
Parramatta NSW 2124

Dear Mr McDougall

Concept Proposal and Stage 1 Development Application for 657-661 Victoria Road and 4-6 Wharf Road, Melrose Park (DA/1157/2016) – Additional Information

Thank you for your letter dated 19 June 2017, requesting Transport for NSW (TfNSW) review and comment on the above. Please accept this letter as a TfNSW and Roads and Maritime Services joint response.

Comments on the additional information are provided below.

Height Increase Justification

The addendum that seeks a variation to a development standard in accordance with the provisions of Clause 4.6 Exception to Development Standards of the Parramatta Local Environmental Plan 2011 (PLEP 2011) includes the following for the justification of height increase:

“Improved public transport that incorporates sustainable transport initiatives such as electric buses that connect the precinct to nearby strategic centres and transport hubs such as West Ryde and Meadowbank”

The following bus improvements are of significance to the VRS:

- *Bus Rapid Transit service on the Victoria Road corridor (BRT)*
- *Additional bus priority treatments on Victoria Road*
- *Extension of bus lane operating hours and the speeding up of services through wider stop spacing”*

It is noted that the proponent’s justification to increase the height is based on the following:

- Unconfirmed and unfunded public transport infrastructure and services on Victoria Road; and
- Electric bus service that duplicates the existing public bus route 524.

It is advised that the above plans are strategic (Sydney Buses Future 2013) and are being investigated by TfNSW, which may or may not occur. Current bus operations along Victoria Road is considerable, however it is recommended that the applicant needs to investigate other measures to integrate the land use with public transport and support any height increase.

Traffic Generation Rates

The applicant's response to Parramatta Council Submission states the following:

"The traffic generation rates are also consistent with those adopted by Bitzios in their traffic study commissioned by Council to assess the site.

These trip rates reflect the peak hour traffic generation anticipated for high density residential development within the wider Melrose Park Precinct, subject to the implementation of a package of measures, which include improved & more frequent public transport services, new cycleways and footpaths, and reduced parking rates - designed to reduce peak hour traffic demand. We note that the site is located along a major transport route (Victoria Road) which is also identified as a strategic bus corridor, with increased public transport opportunities."

It is advised that:

- As mentioned in the previous TfNSW submission, the applicant needs to adopt the traffic generation rates based on the traffic surveys undertaken at comparable sites in relation to level of public transport availability and the number of dwellings and revise the traffic assessment accordingly prior to the approval of concept plan; and
- Package of measures proposed for the subject site to date by the applicant are based on unfunded public transport infrastructure and services on Victoria Road.

Proposed Widths of Access Road opposite to Kissing Point Road and Wharf Road at Victoria Road

It is noted that the additional information provided for comment includes revised subdivision plan that shows the proposed road widths, property boundaries and building locations.

It is advised that

- As mentioned in the previous TfNSW submission, the applicant needs to undertake a revised traffic assessment to confirm that the widths and layouts of Access Road opposite to Kissing Point Road and Wharf Road at Victoria Road are adequate to cater for the cumulative impact of the subject development and the area south of the development site (including northern and southern structure plans) on the general traffic and bus operation along Victoria Road;
- Additional lanes may be required at the Access Road and Wharf Road intersections with Victoria Road to accommodate additional traffic generated by the proposed developments located within the area covered by the northern and southern structure plans; and
- The locations of building adjacent to the Access Road and Wharf Road intersections with Victoria Road have been determined prior to the revised traffic assessment. These buildings would have the potential to restrict future widening of the Access Road and Wharf Road.

If you require clarification on the above, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 8202 2198.

Yours sincerely



10/7/17

Mark Ozinga
Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning

Objective Reference CD17/07413