

24 January 2025

File No: NTH24/00414/002
Your Ref: CNR-69238, A-83828

Chief Executive Officer
Lake Macquarie City Council
PO Box 1906
HRMC NSW 2310

Attention: Glen Mathews

DA/598/2024 - Response to TfNSW Comments - Concept DA for Mixed Use Subdivision & Developments - 65 Glendale Drive, Glendale

Thank you for referral of the abovementioned Development Application referred to Transport for NSW (TfNSW) on 02 January 2025 for advice in accordance with *Section 2.122 of State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy*.

Main Road (MR527) is a classified State road. Glendale Drive and Stockland Drive are local roads. Council is the roads authority for all these roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the information provided and is unable to fully assess the potential impacts on the transport network due to insufficient information. TfNSW has identified the following matter for further consideration:

1. Assumptions

It is highly recommended that an assumptions and methodology paper be prepared and agreed by TfNSW and Council for this application.

The 'assumptions and methodology' paper should identify, at minimum:

1. Assumptions for modelling, including traffic volumes, trip distributions, background growth; and,
2. Scenarios to be run (i.e. existing; existing plus development; and, existing plus development, plus the 10-year horizon). Sensitivity testing should also be undertaken noting that there are no funded or committed road works for Main Road or to construct a rail overpass at Pennant Street.

TfNSW can assist with the relevant scenarios to be modelled.

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Revised information detailing the scope of works required to support the proposed masterplan (i.e. concept development proposal prepared in accordance with Section 4.22 of the Environmental Planning & Assessment Act 1979) needs to be clearly identified with the subject application.

2. SIDRA Model

An electronic copy of the SIDRA model, which has been updated in response to matters raised in TfNSW's previous response dated 12 June 2024 under *Attachment A* and any updated assumptions required by this response (see above), is required to make an informed assessment of the application. It is requested that this be provided separate to any formal response through the Planning Portal.

3. Traffic Control Signals - Agreement in Principle

The revised plans indicate that two new traffic control signals (TCS) are proposed at Main Road and Glendale Drive. All TCS's are managed by TfNSW. Any new traffic signal must meet the warrants identified in the RTA Traffic Signal Design Section 2 Warrants.

Revised information, which includes the SIDRA model as requested above, should be provided to justify appropriate upgrades and to enable TfNSW to provide Agreement In Principle (AIP) to the identified intersection treatments which facilitate the concept masterplan.

TfNSW is available to review any further information submitted in relation to the development application or to meet with Council and the Applicant to further discuss TfNSW comments.

Should you require further information please contact Masa Kimura, Development Services Case Officer, on 1300 207 783 or 0407 707 999 or by emailing development.north@transport.nsw.gov.au

Yours faithfully,



Damien Pfeiffer
Director Development Services
Transport Planning
Planning, Integration & Passenger

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