



8 February 2022

Mr George Dedes,
General Manager
City of Ryde Council
Locked Bag 2069
NORTH RYDE NSW 1670

Attention: Sandra Mccarry

Dear Mr Dedes,

**PROPOSED COMMERCIAL AND RETAIL DEVELOPMENT – STAGE 1
40-52 TALAVERA ROAD MACQUARIE PARK**

Reference is made to Council's correspondence dated 20 January 2022, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment in accordance with clauses 103 and 104 of the *State Environmental Planning Policy (Infrastructure) 2007* and approval under section 87 (4) of the *Roads Act 1993*.

TfNSW has reviewed the revised submission, noting that the Applicant is proposing to modify the existing signalised intersection of Talavera Road / Khartoum Road to mitigate the impacts of the development. TfNSW advises:

- Section 87 (4) approval of the *Roads Act 1993* is required; and
- After initial assessment, TfNSW is supportive of the proposed improvements to the signalised intersection Talavera Road / Khartoum Road and provides advisory comments in **TAB A** for the Applicant's and Council's consideration in preparing the traffic control site (TCS) concept plan and other matters for consideration.

As such, TfNSW would provide approval under section 87 (4) *Roads Act 1993* for the civil works and modification to the existing signalised intersection Talavera Road / Khartoum Road, subject to Council's approval of the development application and the following conditions being included in any consent issued:

1. The proposed modification of the existing TCS at the intersection of Talavera Road / Khartoum Road shall be designed to meet TfNSW requirements. The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.tfnsw.nsw.gov.au). The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of road works. Please send all documentation to development.sydney@transport.nsw.gov.au.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works.

2. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001.

The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW. Please send all documentation to development.sydney@transport.nsw.gov.au.

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

3. 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. Please send all documentation to development.sydney@transport.nsw.gov.au.

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

4. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
5. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a construction certificate.
6. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Lane Cove Road and M2 Motorway during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

In addition to the above, TfNSW provides Council with the following advisory comments for consideration:

1. Civil works and proposed mitigation measures on Talavera Road and Khartoum Road should be to Council's satisfaction.
2. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage. Parking Restrictions may be required to maintain the required sight distances at the driveway.
3. Bicycle Parking should be provided in accordance with AS2890.3.
4. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
5. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.

Should you have any further inquiries at this stage, please do not hesitate to contact Divna Cvetojevic, Land Use Planner, on 0455 515 259 or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Brendan Pegg
A/Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

TAB A

- If the mitigation measures are proposed to be installed in the different development delivery stages, the amended model demonstrating effectiveness in addressing the impacts of Stage 1 and Stage 2 separately, should be submitted to TfNSW for consideration.

The agency is unclear of when the works are to be proposed, however advises that it should be based on the submitted traffic modelling.

- In relation to the additional Right Turn Bay on Khartoum Road, swept path for left turn Heavy Rigid, 12.5m tracks over kerb, with 0.5m clearance required to kerb, should be submitted to TfNSW for review.
- In relation to the intersection lane offsets, due to the implementation of the proposed right turn bay on Khartoum Road, T1 line marking for the NB vehicles would be required.
- The minimum width for the right turn bay within Talavera Rd should be 3m in accordance with the Austroads Guide.
- The storage length for the extended Right Turn Bay (not including taper) within Talavera Road, to be consistent with the traffic modelling outcomes.
- The right turn bay capacity on Khartoum Road, to reflect the traffic modelling outcomes, ensuring the right turning queue does not extend onto the through travel lane during weekday peak periods.
- Talavera Road and Khartoum Road are existing bus routes and the proposed widths of the kerbside lanes should be designed to accommodate buses and aligned with the bus infrastructure guide.