

19 October 2023

TfNSW reference: STH23/00271/01
Your reference: DA2021/0257 (CNR-32096)

Snowy Valleys Council
By Email: jsa41976@gmail.com
CC: info@svc.nsw.gov.au

Attention: Jeremy Swan

DA 2021/0257 – West Talbingo Village Masterplan Concept – LOT 35 DP 878862 – Miles Franklin Drive TALBINGO

Dear Jeremy

Transport for NSW (TfNSW) is responding to the DA2021/0257 referred on 11 October 2023.

TfNSW has reviewed the information and does not support the proposed development. Transport's reasons are set out in Attachment 1.

If you have any questions, please contact Maurice Morgan, Team Leader Development Services, on 02 6923 6611 or email development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in grey ink, appearing to read "Elira Reynolds".

Elira Reynolds

Development Services Case Officer, Development Services

DA 2021/0257 – West Talbingo Village Masterplan Concept – LOT 35 DP 878862 – Miles Franklin Drive TALBINGO

Context

TfNSW notes for this DA:

- The key classified state road is the Snowy Mountains Highway, an approved B-Double route. The subject site is located on Miles Franklin Drive, a local road managed by Council. Miles Franklin Drive where it intersects with the Snowy Mountains Highway is a 80 km/h speed zone, and the Snowy Mountains Highway is a 60 km/h zone.
- The intersection of Miles Franklin Drive with the Snowy Mountains Highway is currently a T-intersection treatment with a channelised left turn (CHL) from the Snowy Mountains Highway to Miles Franklin Drive. There is a sealed Basic Right (BAR) turn treatment on the Snowy Mountains Highway southbound to allow through vehicles to pass a vehicle queued to turn right into Miles Franklin Drive.
- Council is seeking advice from TfNSW to assist in its assessment under Clause 2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.
- The development seeks approval for the Masterplan Concept of the West Talbingo Village, comprising single dwelling residential, multi-unit residential and shop-top housing tourist accommodation, and a 152 room hotel across three stages. This is set out in **Attachment 2**.
- TfNSW understands that should this Masterplan Concept be approved, any future development of the site will require a separate application.

Reasons

TfNSW's reasons for not supporting the proposed development are detailed below:

- The provided Traffic and Parking Impact Assessment does not adequately address the impact of the proposed concept development on the broader road network, particularly the intersection of Miles Franklin Drive and the Snowy Mountains Highway. Additional assessment of the traffic associated with the full development on this intersection is required, which must include as a minimum:
 - A turn warrant assessment per Section 3.3.6 of the *Austrroads Guide to Traffic Management Part 6*. The assessment must include both light and heavy vehicles;
 - A safe system assessment;
 - An analysis of the crash history.
- TfNSW believes that the above analyses may indicate that an upgrade of the intersection will be required as part of the proposal, most likely a higher order of right turn treatment on the Snowy Mountains Highway. Strategic designs must be required for any identified upgrades within the road reserve of the Snowy Mountains Highway. For guidance on the strategic design requirements for DAs, refer to this [link](#).

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- Some of the trip generation rates used in the traffic assessment have not been adequately justified e.g. the inclusion of three-bedroom units in the rate applied for motel rooms (0.4 trips/peak hour). The trip generation rates adopted for each of the land uses needs to be consistent with the current guidelines adopted by TfNSW (Technical Direction TDT 2013/04a).
- An additional sensitivity analysis is required using the maximum trip generation rates identified in the TfNSW Technical Direction TDT 2013/04a i.e. 0.85 trips/dwelling in the AM peak and 0.90 trips/dwelling in the PM peak.
- The provided documentation assumes that the majority of the traffic will travel to/from the south of the site (Section 5.2.1). However, the documentation does not give consideration to seasonal factors. An updated assessment needs to consider that the primary tourism activities in each season are located in opposite directions from the subject site i.e. to/from the south during winter vs to/from the north during summer.
- The base case of the SIDRA modelling referenced in the provided documentation does not appear to have been calibrated. This needs to be done by comparing current observations of the intersection with the model output.
- A copy of the electronic SIDRA modelling undertaken for the development must be provided for TfNSW to review.

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