

22 March 2023

TfNSW Reference: SYD22/00691/01

Ben Taylor
Chief Executive Officer
Wollondilly Shire Council
PO Box 21
Picton NSW 2571

RE: PRE-GATEWAY ADVICE - PLANNING PROPOSAL - BROOKS POINT ROAD, APPIN

Attention: Max Strassmeir

Dear Mr Taylor

Transport for NSW (TfNSW) appreciates the opportunity to provide preliminary comments (pre-Gateway advice) on the subject draft planning proposal (*the proposal*) as referred to us in Council's correspondence dated 23 February 2023. It is understood that if the proposal progresses to Gateway Determination, further comments will be sought from TfNSW during public exhibition.

TfNSW has reviewed the submitted documentation and provides preliminary comments in **Attachment A** for Council's consideration. Please note that the comments provided are of a preliminary nature. They are not to be interpreted as binding upon TfNSW and may change following review of the formal planning proposal in the future, should Council be supportive of the draft planning proposal.

Thank you for the opportunity to provide advice on the draft planning proposal. Should you have any questions or further enquiries, Dipen Nathwani – Senior Land Use Planner would be pleased to take your call on 0418 514 166 or email: development.sydney@transport.nsw.gov.au

Sincerely,



Brendan Pegg
A/Director Land Use
Planning and Programs, Greater Sydney

Attachment A – TfNSW Pre-Gateway Advice on Draft Planning Proposal – 10 & 20 Brooks Point Road, Appin

Section/Page ref	Comment/suggestion
General	TfNSW confirms that the site is not affected by the preferred Outer Sydney Orbital Stage 2 (OSO2) alignment as well as the Indicative Transport Corridor as shown in the updated Greater Macarthur Growth Area Structure Plan released in November 2022.
General	TfNSW advises that there is no current commitment or funding to upgrade the section of Appin Road in proximity of the site. As it would be appreciated, funding for road upgrades is limited and allocated on a state-wide priority basis.
General	TfNSW understands that development application (DA/2021/144/1) for a 212 lot Torrens title subdivision at 55 Macquariedale Road, Appin is currently undetermined. The existing priority-controlled intersection of Appin Road and Church Street is proposed to be upgraded to a single lane roundabout by the developer as part of this undetermined development application and should not be relied upon as part of this planning proposal
Master Plan prepared by Beveridge Williams dated 19 October 2022	The existing footpath on the western side of Appin Road terminates north of Church Street. The proposed master plan does not appear to indicate future provision of the footpath along the site frontage on Appin Road as part of the development. Given that a direct vehicular access on Appin Road is proposed, Council should consider requiring the developer to provide a footpath on Appin Road between Church Street to Brooks Point Road.
Planning Proposal report prepared by Beveridge Williams dated 20 December 2022	The structure plan indicated in Figure 13 should be replaced with the updated Greater Macarthur Growth Area Structure Plan released in November 2022.
Traffic and Access Assessment prepared by Transport & Urban Planning Pty Ltd dated October 2022	Chapter 4.4 (Table 4.3) indicates that the Bulli-Appin Road/Church Street intersection was modelled as a single lane roundabout in the SIDRA to assess the intersection performance using existing traffic volumes. TfNSW understands that the proposed single lane roundabout upgrade currently does not have a confirmed delivery timeline and is dependent on being delivered by the adjoining development in the future. Therefore, a separate modelling scenario should be undertaken based on the existing priority-controlled intersection arrangement.
Traffic and Access Assessment prepared by Transport & Urban Planning Pty Ltd dated October 2022	Chapter 4.7 indicates that the development proposes to relocate Brooks Point Road to meet Appin Road, north of Toggerai Street, as a priority-controlled intersection as a site access. However, the master plan indicates that the existing Brooks Point Road intersection with Appin Road is proposed to be retained. The report should be updated to clarify the proposed road network.
Traffic and Access Assessment prepared by Transport & Urban Planning Pty Ltd dated October 2022	TfNSW raises the following concerns with the existing and future AM and PM peak hour traffic volumes presented in Figure 3: <ul style="list-style-type: none"> Future traffic volumes on the proposed Church Street extension approach, and the associated Appin Road four-way intersection, do not consider estimated traffic

	<p>generation from the adjoining development at 55 Macquariedale Road; and</p> <ul style="list-style-type: none"> • Future traffic volumes have not been estimated for the existing Appin Road/ Brooks Point Road intersection even though it will provide direct frontage to some of the proposed lots. • It is unclear what future year has been assumed for the 100% completion of the development. The future horizon year should be specified to estimate future traffic volumes (with/without development) by adopting appropriate annual background traffic growth. <p>The report should be updated to address above comments.</p>
Traffic and Access Assessment prepared by Transport & Urban Planning Pty Ltd dated October 2022	<p>TfNSW raises the following concerns with Chapter 5.3 (Table 5.2) containing post development SIDRA modelling:</p> <ul style="list-style-type: none"> • SIDRA modelling was conducted for only two intersections i.e. Bulli-Appin Road/Church Street intersection (future roundabout layout) and the relocated Appin Road/ Brooks Point Road intersection (site access). Modelling has not been conducted for the existing intersections of Appin Road/Brooks Point Road and Appin Road/Toggerai Street; • Given the close proximity of the four intersections, SIDRA Network modelling should be conducted to assess the impact of future traffic volumes instead of isolated intersection modelling; and • Given there is no certainty that the envisaged roundabout upgrade at Bulli-Appin Road/Church Street intersection will be delivered by the adjoining developer to suit the site's development timeframes, an additional scenario should be modelled assuming all development traffic from the site uses the relocated Appin Road/ Brooks Point Road intersection (site access) and existing Appin Road/ Brooks Point Road. <p>The report should be updated to address above comments.</p>
Traffic and Access Assessment prepared by Transport & Urban Planning Pty Ltd dated October 2022	<p>Table 4.3 and Table 5.2 do not present the 95th back of queue distance for the modelled intersections. The report should be updated to address this comment.</p>
Traffic and Access Assessment prepared by Transport & Urban Planning Pty Ltd dated October 2022	<p>TfNSW raises road safety concerns with the relocated Brooks Point Road (site access) forming a staggered four-way intersection with Toggerai Street. Council should consider provision of a standard four-way intersection without any offset to maintain road safety.</p>
Master Plan prepared by Beveridge Williams dated 19 October 2022	<p>Should Council be supportive of the planning proposal, electronic SIDRA modelling files (.sip) should be submitted for TfNSW review at the public exhibition stage following the issue of Gateway Determination.</p>