



**Transport
for NSW**

Natasha Harras
Team Leader - Modification Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attention: Fiona Gibson

Dear Ms Harras

**Exhibition of Modification Request
Cobaki Lakes Residential Community Development (MP 06_0316 MOD_4)**

Thank you for your correspondence dated 15 June 2016 requesting Transport for NSW (TfNSW) to comment on the subject modification application at Cobaki.

Roads and Maritime Services has provided a separate response.

TfNSW has reviewed the proposal and comments in relation to traffic analysis, bus access and construction traffic management are provided for consideration in the assessment of the proposal and future submissions. Details are provided at **TAB A**.

Should you have any questions regarding this matter, please contact Edmond Platon on 8202 2257 or at Edmond.Platon@transport.nsw.gov.au.

Yours sincerely

9/9/16

Mark Ozinga
**Principal Manager, Land Use and Transport Planning
Transport Strategy**

CD16/08700

TAB A

The following should be considered in the assessment of the proposal.

Traffic Analysis

The concept plan for the Cobaki residential precinct was approved pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* in December 2010. As a requirement of the Concept Approval determination (06_0316 Concept Plan, 6 December 2010) each future project/development application for subdivision must be accompanied by a detailed traffic assessment in accordance with RTA's (now Roads and Maritime Services) Guide to Traffic Generating Development. The purpose of the traffic assessment is to ensure the capacity of the surrounding external road network in both Queensland and New South Wales is not exceeded.

The scale of the proposed MOD_4 amendment is unlikely to have a significant impact on the transport system. Therefore no further modelling assessment is required for this application.

It is noted that the Transport and Accessibility (TA) Report (Bitzios 15 September 2015) submitted with this application was prepared for a different and more significant development application (i.e. MOD_2 - Addition of University and increased town centre related uses). It preliminary review of the report indicates a comprehensive assessment has been undertaken including extensive network and microsimulation modelling. A detailed assessment of the submitted TA report has not been undertaken at this stage and no specific comment is provided as it is not applicable for the proposed MOD_4 application. It is generally commented the MOD_2 TA report should be in accordance with TfNSW SEARs requirement provided in a previous letter (ref CD15/05388). In addition, the traffic modelling should be in accordance with Roads and Maritimes 'Traffic Modelling Guidelines' which includes a requirement for the modelling to be independently audited to the satisfaction of Roads and Maritime.

Recommendation

The submitted TA report is not applicable for this application (MOD_4). However no further traffic analysis is required at this stage as the scale of the proposed MOD_4 is unlikely to have an impact on the regional transport system. Local traffic impacts should be assessed to Council's satisfaction.

It is requested that TfNSW is consulted in future applications for the Cobaki Lakes development and would provide comments on the MOD_2 Traffic and Accessibility report as part of future submissions of relevant applications.

Internal Road Network – Bus Access

The proposed consolidated school site location at precinct 6 is proposed to be located away from collector roads and would likely require local road links for access. Concern is raised on the bus servicing of the consolidated school. The cross section of the typical Access Street (carriageway width 7.5m to 9.0m) would not permit bus access if on-street parking is permitted. The Austroads Guide to Road Design — Part 3: Geometric Design and State Transit Bus Infrastructure Guide indicate that bus travel lanes should have a width of 3.5m (minimum) and parking lanes that would accommodate bus stops to be 3.0m (minimum). Swept path analysis should also be undertaken at intersections, around bends and locations where traffic management measures are proposed to ensure bus access is not restricted.

Recommendation

The internal road network (or location of the proposed school site) should be revised to ensure the proposed school would be serviceable by buses. In addition all collector roads (i.e. Low and Normal Neighbourhood Connector Roads) should be designed to be bus capable (i.e. 3.5m carriageway and 3.0m parking/bus stop lane) in accordance with Austroads requirements. The relevant Concept Plan figures and diagrams should be updated accordingly.

Construction Traffic Management

The proposed development will have an impact on transport system including local bus services in the construction delivery phase. A detailed Construction Traffic Management Plan (CTMP) would be required to determine:

- Assessment of cumulative impacts associated with other construction activities in the vicinity of the site;
- Assessment of road safety at intersections and locations subject to vehicle movements and pedestrian activity;
- Details regarding the methods of material handling, delivery and loading on and around the site;
- Details of anticipated peak and non-peak daily construction activities vehicle movements to and from the site;
- Details of access arrangements for workers to and from the site;
- A draft program of significant construction activities and milestone dates
- Details of temporary cycle and pedestrian access during construction, as may be required; and
- Assessment of all traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations including busses and traffic control measures for all demolition and construction activities.

Recommendation

The impacts of construction traffic would require the submission of a Construction Traffic Management Plan at the development/subdivision application stage.