



7 September 2021

TfNSW Reference: SYD20/00506/04

DPIE Reference: SSD 10457

Director  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Attention: Thomas Piovesan

**RESPONSE TO SUBMISSION FOR STAGE 3 EASTERN CREEK RETAIL OUTLET CENTRE – EASTERN CREEK BUSINESS HUB**

Dear Sir/Madam,

Reference is made to your correspondence dated 18 August 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment in accordance with *State Environmental Planning Policy (Infrastructure) 2007* and Section 87 of the *Roads Act, 1993* for the approval of new traffic signals.

TfNSW has reviewed the Response to Submissions and advises that TfNSW is currently unable to provide in-principle support to the proposed traffic control signals at the Church Street/Rooty Hill Road South intersection. The following information is requested to assist TfNSW in the consideration of whether a signalised intersection can be supported in this location:

1. The network model shows inconsistent cycle times for each intersection. A 120 second cycle time should be used in the network model.
2. The network model should consider a scenario where the Rooty Hill Road South/Church Street intersection is not signalised (e.g. left-in/left-out), for the intersections that have been modelled.
3. Further clarification is requested regarding the assumptions used in the trip distribution change from 50-50 to 75-25 using Church Street versus Cable Place.
4. It is understood that a left turn deceleration lane cannot be achieved at the Rooty Hill Road South/Church Street intersection due to environmental/historical artefact concerns. The submitted concept plan for the new traffic control signals at this intersection shows a lane being provided on this land and the need for tree removal. Confirmation is requested regarding the extent of the proposed civil works associated with the proposed traffic control signals on the land with environmental/historical artefact issues.

5. The proposed right turn bay on Rooty Hill Road South seems too short for the estimated Stage 3 trip generation and will likely need to be extended. It is also not clear as to whether this right turn bay is adequate to cater for loading vehicle and the right turn movements.
6. The Rooty Hill Road South/Minchinbury Street intersection would need to have a left-in/left-out treatment. Further information needs to be provided with regard to the redistribution of traffic as a result of this left-in/left-out treatment on the road network.
7. The Rooty Hill Road South/St Agnes Avenue intersection would need to have a left-in/left-out treatment.
8. The proposed staged pedestrian crossing is not supported at the Rooty Hill Road South/Church Street intersection location.

TfNSW will be assessing the above requested information to determine the capacity of the surrounding road network, particularly for the following intersection movements:

- Adequacy of the length of the existing left turn lane from Rooty Hill Road South into the Great Western Highway.
- Capacity of the dual right turn from the Great Western Highway turning right onto Rooty Hill Road South.
- Weaving manoeuvres after the dual right turn lane from the Great Western Highway into Rooty Hill Road South, which then joins the right turn bay at the Rooty Hill Road South/Cable Place intersection.

If you have any further questions please direct attention to Malgy Coman on 8849 2413 or email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,



**Malgy Coman**  
Senior Land Use Planner