

In reply please quote: 17/22684

Contact: Kerren Ven on (02) 9725 0878

10 January 2022

Industry Assessments
NSW Department of Planning, Industry and Environment
GPO Box 39,
SYDNEY NSW 2000

Dear Mr Bertwistle

SSD-8859 – REQUEST FOR ADVICE TO RESPONSE TO SUBMISSIONS FOR PROPOSED SUBDIVISION TO 1111-1141 ELIZABETH DRIVE, CECIL PARK

I refer to Council's previous submission dated 3 September 2021 regarding the above matter.

Council officers have reviewed the additional information provided by in regard to traffic matters. At this stage, Council officers consider that thee proponent has not satisfactorily addressed concerns regarding the site servicing/access arrangements and traffic safety impacts on the adjoining road network.

As outlined in further in this letter, it is recommended that discussions take place between DPIE, TfNSW and Council to address concerns prior to any determination of the proposal. In addition, it should be noted Council does not support the future intended use of **recreational facility (major)**, based on the scale and nature of this use and fact that the site does not have access to main public transport facilities.

In relation to traffic access and safety issues the following matters remain outstanding:

1. As vehicles turning left from the realigned Wallgrove Road onto the access road approaching the subject site would impact motorists' sight distance when exiting the access road.

A Safe Intersection Sight Distance (SISD) assessment must be undertaken by the applicant in accordance for the proposed intersection of the new access road and the realigned Wallgrove Road to demonstrate that the road design complies with Austroads requirements – Guide to Road Design Part 4A: Un-signalised and Signalised Intersections. The assessment shall be shown on a SISD diagram and this information shall be submitted to Transport for NSW and Council for assessment. This issue shall be also addressed as a result of the findings of the Road Safety Audit.

2. The traffic impacts associated with construction works during construction and operational phases is of concern. This information shall be submitted to Council for assessment of the potential impacts demonstrating how the increase in vehicle movements (heavy vehicle and passenger vehicle movements) accessing the proposed access road (travelling to/from the sites) will be managed during the peak AM and PM peak hours.

Mitigation measures shall be implemented within a Construction and Operational Traffic Management Plan during both construction and operational phases.

3. For the operational phase, the traffic and parking assessment report states that application of the traffic generation rates to the potential for 9,490m² gross floor area (GFA) for various uses, yields a traffic generation potential of 568 peak hour vehicle trips. Traffic generation estimated for the proposed development shall be based on the Roads and Maritime Services Guide to Traffic Generating Developments – 2002 and the RMS Guide to traffic surveys (TDT 2013/04a).

Additional information is required about how traffic generation is calculated based on the potential various land uses of up to 9,490m² GFA for the proposed development. The traffic generation of 568 vehicle trips per hour (284 trips in and 284 trips out) is anticipated to have significant impacts on the adjoining road network.

4. Should the proposed access road to and from the subdivision development be dedicated to Council as a public road, any traffic control devices (traffic calming devices, median islands, signs and line markings etc.) to be installed on the road will require approval from the Fairfield Traffic Committee.
5. Council has not approved the operation of B-Triple vehicles in the Fairfield Local Government Area as its impacts on local road network are unknown. The use of B-Triple vehicle shall be justified by swept path analysis to indicate that the B-Triple vehicle can satisfactorily travel to and from the site without impacting other road users and whether compliance with the NSW Road Rules can be achieved. Field trial may be required to ascertain whether the proposed access road is suitable to accommodate heavy vehicles.
6. The applicant shall provide a parking impact assessment report to demonstrate that there is sufficient on-site parking to meet the future peak parking demands generated by the subdivision development.
7. Traffic modelling assessment results including an electronic copy of the modelling assessment files shall be submitted to Transport for NSW and Council for assessment. A holistic study including traffic modelling assessment shall be undertaken to determine the impacts of the proposed development on the adjoining state and local road networks. With regard to the traffic modelling assessment, an electronic copy of the SIDRA files (all files associated with the traffic modelling assessment under the existing and forecasted conditions) shall be submitted to the relevant sections of TfNSW and Fairfield City Council for assessment.
8. As Elizabeth Drive and Wallgrove Road (state roads) and any signalised intersections are under the jurisdiction of Transport for NSW, all issues raised by TfNSW need to be satisfactorily addressed prior to determination. In addition, survey plans indicating dimensions, grades and levels with regard to the proposed realigned Wallgrove Road and access road to and from the development site shall be submitted to Council for assessment. The provision of access road (future public road) will be reported to Council meetings for consideration subject to the proposal meet the requirements of TfNSW and the relevant sections of Council.

Due to the scale of the changes proposed at the intersection of Cecil Road and Elizabeth Drive, the proposal (once the required changes have been confirmed) shall be reported to the Services Committee and Traffic Committee meetings for records and/or consideration.

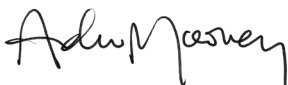
9. Surveyed plans with key dimensions showing the widening of Elizabeth Drive (future M12) and realignment of Wallgrove Road and Cecil Road, and proposed new access road to and from the Subdivision site shall be submitted to Council for assessment.
10. The Road Safety Audit has identified all issues related to issues related to the realignment of Wallgrove Road and traffic movements at the signalised intersection of Wallgrove Road and Cecil Road. All issues raised by the accredited Road Safety Auditor (RSA) shall be satisfactorily addressed. All recommendations suggested by the RSA shall be considered for implementation.
11. As stated in the traffic and parking assessment report for 1111-1141 Elizabeth Drive Cecil Park, the proposed development would be serviced by a variety of commercial vehicles from small, medium and large rigid trucks up to and including semi-trailers/articulated vehicles. The applicant's swept path diagrams in Attachment 3a – Varga Traffic Response to TfNSW needs to clarify the width of the access road and defines the road boundary. This information is required to determine whether or not the proposed access road can adequately accommodate heavy vehicles that travel to and from the site.

Lastly, a question was raised about the dedication/ ownership details to Council of the access road and OSD stormwater basin. At a meeting with the proponent in May 2018, advice was provided to the applicant that Council is unlikely to take ownership of the OSD stormwater basin that services the development. It was recommended to the proponent consider the option for community title arrangements for the site so that future landowners would be liable for ongoing maintenance of the basin.

Council considers that all issues raised by TfNSW and Council need to be satisfactorily addressed prior to DPIE considering determination of the proposal. To this end it is recommended that a meeting be held with relevant stakeholders to resolve the above.

Please contact Kerren Ven on (02) 9725 0878 if you require any further clarification regarding the above.

Yours faithfully,



Andrew Mooney
EXECUTIVE STRATEGIC PLANNER