16 December 2021

TfNSW Reference: SYD20/00506/05
DPIE Reference: SSD-10457

Director
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Thomas Piovesan

ADDITIONAL INFORMATION AND UPDATED SIDRA FILES EASTERN CREEK RETAIL OUTLET CENTRE - LOT 3 ROOTY HILLS ROAD, EASTERN CREEK

Dear Sir/Madam,

Reference is made to Department of Planning, Industry and Environment (the Department's) correspondence dated 10 November 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for approval of new traffic control signals in accordance with Section 87 of the *Roads Act, 1993*.

TfNSW has reviewed the Response to Submissions and principally accepts that the warrants have been met for the proposed traffic control signals at the Rooty Hill Road South/Church Street intersection, however there are significant design and safety issues that will need to be resolved before TfNSW is able to issue in principle approval under the *Roads Act, 1993*. The following information is therefore requested to assist TfNSW in the consideration of whether a signalised intersection can be supported in this location:

1. The proposed length of the northbound right turn bay in the draft design is inconsistent with the SIDRA model. The proposed right turn bay should be amended to adequately accommodate right turning vehicle queuing without impacts on the operation of through traffic lane. The traffic model should be updated with the correct inputs to correct this.

2. It is noted that if the right turn bay is extended then the design will impact on the intersection of Beggs Road.

3. The applicant and Council will need to consider the left-in/left-out impacts on St Agnes Avenue, Minchinbury Street and potentially Penfold Street. Adequate community consultation will need to be undertaken with Council and the affected communities. Evidence will need to be provided that this community consultation has been undertaken.

4. The proposed central median across Minchinbury Street along Rooty Hill Road South is not long enough to self-enforce the proposed left-in/left-out arrangement at Minchinbury Street.

5. The draft design indicates that the pedestrian refuge is not in line with the proposed pram ramps at the Beggs Road intersection. The draft design also does not indicate if the median is wide enough to cater for a 6 aspect lantern arrangement.

6. The width of 2.8m for the proposed northbound right turn lane is not acceptable to TfNSW. The design of the right turn lane should be in accordance with AUSTROADS GUIDE TO ROAD DESIGN and other Australian Codes of Practice.

7. All lane widths in the design need to be identified (for new and existing).

8. The design speed must be 70km/hr to cater for a posted speed limit of 60km/hr.

9. It is understood that the left turn deceleration lane cannot be achieved at the Rooty Hill Road South/Church Street intersection due to environmental/historical artefact concerns. As such the applicant should obtain confirmation from Council regarding the extent of the proposed civil works associated with the proposed traffic control signals on the land with environmental/historical artefact issues, prior to the proposed intersection concept design to be endorsed by TfNSW.

10. Concept civil design plans, swept paths and a draft Traffic Control Signal (TCS) plan of the proposed Rooty Hill Road South /Church Street intersection need to be submitted to TfNSW for review and approval.

11. The traffic impact assessment/report should be updated to include the following information:
   - Descriptions of the changes and different scenarios investigated in the study.
   - Trip generation, distribution, relevant assumptions, traffic volume diagram for different scenarios.
   - Details of modelling parameters, such as network traffic signal phasing, intersection layout, signal coordination factors, demand peak factors and any changes to SIDRA fundamental parameters, which impact on vehicle behaviour.
   - Detailing the impact of traffic generated from the proposed development on Rooty Hills Road South.
   - Mitigation measures to minimise impacts of traffic generated by the proposed development.
   - Traffic model should consider, but not limited to, the following scenarios, for both weekday afternoon and Sat midday peaks:
     - Base Case – Existing condition
     - Future Base - Base Case + Lot1 and Lot2 development traffic with committed upgraded by Lot1 and Lot2 development
     - Plus OC - Future Base + Outlet Centre traffic
     - Plus OC* - Plus OC + mitigation measures
     - +10 years Base – Future Base with background growth 10 years after development complete
     - +10 years Plus OC – Plus OC with background growth 10 years after development complete
     - +10 years Plus OC* - Plus OC* with background growth 10 years after

> development complete

- It should be noted that the existing Rooty Hill Road South/Eastern Road intersection layout should be used in the future model scenarios. Currently there is no funding for the intersection upgrade. The applicant should identify the impact of the development traffic on the Rooty Hill Road South/Eastern Road intersection. Mitigation measures should be proposed to minimise these potential impacts.
- The SIDRA modelling results indicate the network will operate in better Level of Service with additional development traffic being added to the model, which is unreal. Justification should be provided for this issue.

12. The applicant and Council could consider moving this proposed signalized intersection to the north for a 4 way signalized intersection with Rooty Hill Road South/Church Street/St Agnes Avenue. But this would be dependent on geometry and environmental impacts.

Upon receipt of the abovementioned information, TfNSW will undertake an assessment under the *Roads Act, 1993* and provide a response accordingly.

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,

Malgy Coman
Senior Land Use Planner