

27 January 2022

2191002

Mr Mick Cassel
Secretary
Department of Planning and Environment
12 Darcy Street,
Parramatta NSW 2150

Attention: Thomas Piovesan, Senior Planner, Key Sites Assessments

Dear Tom,

Response to Request for Information for Eastern Creek Quarter - Lot 3 Concept Plan (SSD-10457)

Ethos Urban has prepared this letter on behalf of Frasers Property Australia (Frasers) in response to the Department of Planning and Environment's request for information (RFI) letter dated 23 December 2021. As requested, a response to the additional comments received from TfNSW has been prepared (as summarised in **Table 1** below) which should be read in conjunction with the following additional information provided by the relevant technical experts:

- Amended intersection concept design prepared by Henry & Hymas (**Attachment A**);
- Intersection turning paths prepared by Henry & Hymas (**Attachment B**); and
- Intersection area comparison prepared by Henry & Hymas (**Attachment C**).

It is reiterated that the purpose of providing the intersection concept design is to demonstrate one workable solution for a signalised intersection at this location and that the predicted traffic volumes associated with the Concept Plan can be accommodated. TfNSW has advised that the warrants have been met for the proposed traffic control signals and it is considered that any remaining issues would be more appropriately addressed through the subsequent detailed design SSDA and WAD process. The following responses and amended concept design have therefore been provided to inform a meeting between Frasers, DPE and TfNSW and it is requested that this forms the basis for a condition of consent which will allow the Concept Plan to be determined.

Table 1 RFI Response Summary

Matter raised	Response
TfNSW Submission	
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.	CBRK has advised that the amended concept design (Attachment A) shows a right turn bay with storage of some 40 metres. The SIDRA analysis shows a 95% back of queue of some 30 metres. Accordingly, the right turn bay can accommodate turning traffic without impacting on the adjacent through lane.
It is noted that if the right turn bay is extended then the design will impact on the intersection of Beggs Road.	CBRK has advised that the traffic movements to/from Beggs Road are left in/left out. A minor change has been made to the concept design intersection of RHRS/Beggs Road (Attachment A) to accommodate the left turn into Beggs Road by a 19m articulated truck.
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	Frasers has booked in a community consultation process, commencing on 17 February 2022, for the detailed design application (SSD 3151-5266) which will include specific consultation in relation to the detailed design of the

Matter raised	Response
affected communities. Evidence will need to be provided that this community consultation has been undertaken.	intersection upgrades (it is intended that this would be based on a design that has received in-principal support from TfNSW). As the detailed design of the intersection will form part of the subsequent SSDA, this consultation (and any response) would be most appropriately addressed as part of that future application.
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.	CBRK has advised that the median has now been extended to self-enforce the proposed left in/left out via the tangent point of Minchinbury Street. Refer to drawing C601 at Attachment A .
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.	CBRK has advised that the footpath design has been amended to align with the existing pram ramps. The median width is consistent with the Cable Place widths which has an existing six aspect lantern. Refer to the screenshot below. 
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 AUSTRROADS GUIDE TO ROAD DESIGN and other Australian Codes of Practice.	CBRK has advised that the width of the right turn bay has now been increased to 3.2M. This width is consistent with the right turn bay used in Cable Place. A slight reduction to the lot boundary has been made to allow for this additional space and an amended Plan of Subdivision can be provided to DPE once the concept has received in-principal support from TfNSW.
All lane widths in the design need to be identified (for new and existing).	This information is now included in the revised concept drawings.
The design speed must be 70km/hr to cater for a posted speed limit of 60km/hr.	CBRK has advised that radius of kerbs are all compliance with AUSTRROADS GUIDE TO ROAD DESIGN at Lot 3 boundary to Beggs Road is R107. It is requested that TfNSW confirm if there other specific elements which do not comply with a 70km/h design speed. It is considered that this is a matter which could be addressed as part of the future detailed design process.
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.	Blacktown Council is supportive of the signalised intersection. TfNSW has since requested a high angle left turn lane which impacts an additional 669 sqm of land to the north of the site. This amendment has been sent to Council for comment, however, it is noted that Council previously anticipated acquisition of a portion of this land and the increase is minor. Further, it is noted that a detailed design SSDA will be submitted and referred to Council and will include their landowners consent.
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.	Amended concept civil design plans and swept paths are included at Attachment B . CBRK has advised that a traffic control signal plan and detailed design is typically addressed at a the detailed design and WAD stage (as for the previous Cable Place works). Accordingly, this can be further addressed as part of the detailed design SSDA.
The applicant and Council could consider moving this proposed signalized intersection to the north for a 4 way	Movement of the proposed intersection to align with St Agnes Street would result in more than 3,000 sqm of

Matter raised	Response
signaled intersection with Rooty Hill Road South/Church Street/St Agnes Avenue. But this would be dependent on geometry and environmental impacts.	additional impact to adjoining property and landscape (refer to Attachment C). This is considered a significant impact which is not consistent with the intent of minimising impacts to vegetation in this area.
TfNSW has also requested that the impact assessment report be updated to include additional information.	A number of the below items have been previously provided to TfNSW and it has been agreed these matters will be discussed at the next meeting.

Should you have any further queries about this matter, please do not hesitate to contact me on the details provided below.

Yours sincerely,



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