

Your Reference: SSD 5175-2012
Our Reference: SYD12/01182
Contact: Dianne Rees
Telephone: 8849 2237

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

SRDAC

The Director – Metropolitan and Regional Projects South
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Thomas Mithen

**CONCEPT PROPOSAL AND STAGE 1 EARLY WORKS FOR EASTERN CREEK
BUSINESS HUB, ROOTY HILL ROAD SOUTH, ROOTY HILL
SSD 5175-2012**

Dear Sir/Madam

I refer to your letter of 24 September 2012 (Department Ref: SSD 5175-2012) concerning the abovementioned development application which was referred to Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007* and Section 87 of the *Roads Act 1993* for the approval of traffic signals. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 24 October 2012.

Below are the Committee's recommendations and RMS's comments on the subject application:

1. Proposed access road

RMS does not support the location of the proposed access to the development being located opposite Cable Place, due to the existing geometry of the intersection.

As an alternative, the Cawarra Street/Rooty Hill Road South or the Penfold Street/Rooty Hill Road South intersections would be more suitable locations for an access to the development as a fourth leg to the intersection.

The approval of traffic signal installation at either of these locations will be strictly dependent on the warrants for signalisation being met. The warrants for signalisation are contained in Section 2 – Warrants – Traffic Signal Design Guide.

Roads and Maritime Services of New South Wales

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www.rmsservices.nsw.gov.au | 13 22 13

By providing signals at either of these locations, traffic within the residential precinct on the western side of Rooty Hill Road South will be attracted to the controlled intersection to access Rooty Hill Road South, thus providing a community benefit. It would also provide a direct access from the residential precinct to the development, as well as providing an access to and from the development.

Should the signals be warranted, RMS would seek to restrict right turn vehicular movements during peak traffic periods, at the uncontrolled intersections along Rooty Hill Road South.

The proponent and the Department should consult with Blacktown City Council and local residents regarding these peak hour restrictions and the installation of the traffic signals. The potential impact of the proposed Rooty Hill Road South signals on the Great Western Highway/Cawarra Street and the Great Western Highway/Penfold Street intersections, should be considered.

Should the access arrangements for Stage 2 of the development be modified to provide vehicular access to Church Street, RMS will not support signalisation of the Church Street/Rooty Hill Road South intersection due its close proximity to the Evans Street/Rooty Hill Road South signalised intersection. Consideration should be given to the provision of a concrete median in Rooty Hill Road South across the Church Street/Rooty Hill Road intersection to restrict vehicular movements to left in/left out only, at Church Street.

2. Proposed left in/left out access to proposed liquor outlet

RMS does not support any driveway access points to the development along Rooty Hill Road South.

The left in/left out access along Rooty Hill Road South at the proposed liquor store is not supported on road safety and network efficiency grounds. RMS requests that the concept plan be amended so that access to the liquor store is provided internally, within the development.

Proposed Intersection Improvements to the Great Western Highway/Rooty Hill Road South intersection

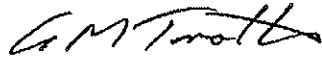
The traffic modelling for the Great Western Highway/Rooty Hill Road South and the Great Western Highway/M7 ramps intersections should be revised using UK Transyt 14, using traffic stream methods i.e. lane by lane techniques. Sidra is not suitable as it models intersections in isolation and cannot capture queue spill back issues at adjoining intersections. The revised modelling should be carried out for the current and future traffic conditions and should be consistent with the Sidra modelling (projected traffic volumes for 2022 with the development and without the development). The submitted distribution analysis indicates that 75% of traffic generated by the development, will impact on these intersections.

The applicant is to address the above concerns and submit the required amendments to the Department for further referral to RMS.

In accordance with State Environmental Planning Policy Infrastructure, it is essential that a copy of Council's Determination on the proposal (Conditions of Consent if approved) is forwarded to the RMS at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Dianne Rees on telephone 8849 2237.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G M Trotter', with a stylized flourish at the end.

Gordon Trotter
Chairman, Sydney Regional Development Advisory Committee

9 November 2012