

Kane Winwood  
Team Leader Industry Assessments  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Chloe Dunlop**

Dear Mr. Winwood

**Elizabeth Drive Subdivision (SSD 8859) – Elizabeth Drive Cecil Park**

Thank you for your email dated 21 January 2019 inviting Transport for NSW (TfNSW) review and comment on the subject proposal.

The proposal seeks approval for carrying out enabling works to facilitate the development of the Elizabeth Drive Business Hub including subdivision the subject land into 14 allotments. The documentation in support of the proposal is reviewed and our comments are summarized in **Attachment A** for consideration. Our recommended conditions of consent are outlined in **Attachment B**.

Thank you again for the opportunity of providing comments on the subject application. If you require any further information regarding this matter, please contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely



18/2/2019

Mark Ozinga  
**Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning**

CD19/00866

## **Elizabeth Drive Upgrade**

### *Issue:*

The traffic report recommends the intersection of Elizabeth Drive and Cecil Road to be upgraded to a roundabout, having considered the existing configuration results in long waiting times for vehicle existing Cecil Road onto Elizabeth Drive. Roads and Maritime Services is undertaking an investigation of upgrading Elizabeth Drive to meet the projected and planned future growth in the region.

### *Recommendation:*

It is requested that the applicant should consult Roads and Maritime Services in regards to the preliminary concept of Elizabeth Drive Upgrade to inform the intersection analysis.

## **Active Transport**

### *Issue:*

The EIS and traffic report have indicated that construction of a new shared pathway should be considered. Figure 6 in the EIS has indicated that footpath and cycle path will be provided along the site boundaries interfacing Elizabeth Drive. The traffic report states that this new shared pathway along the northern side of Elizabeth Drive, pass the site frontage, will connect to the Westlink M7 shared path. However, as shown in various figures in both reports, it is not evident how the proposed new shared path will interact

### *Recommendation:*

Clarification is needed to demonstrate how the proposed new shared path will interact with the proposed deceleration lane and connects with the Westlink M7 shared path. It is also requested that the proposal should consider continuing the new shared path into Cecil Road across the frontage of the proposed Lot 1 and 2.

## **Commercial Vehicle Access**

### *Issues:*

The traffic report assumes that a large rigid truck is the largest commercial vehicle size that would access the local road which connects to Cecil Road.

### *Recommendation:*

Giving consideration to the nature of the proposed development and the location of the site with regard to the motorways, it is recommended that the internal road should be designed to at least accommodate larger commercial vehicle size i.e. B-Double or bigger.

## **Construction Impacts**

### *Issue:*

The submission has been supported by a concept earth works and road works plan. In order to appropriately manage the anticipated construction traffic impact, a Construction Traffic and Pedestrian Management Plan must be developed prior to carrying out any demolition/construction activities on site.

### *Recommendation:*

A condition of consent in regards to providing a Construction Traffic and Pedestrian Management Plan for approval must be implemented.

## **Recommended Conditions of Consent**

### **Green Travel Plan**

As part of the ongoing operation of the Business Hub, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and visitors to reduce travel by private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

### **Road Safety Audit**

Prior to issue of construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of the proposed road works. The proposed design shall address any deficiencies identified within the RSA.

### **Construction Traffic and Pedestrian Management Plan**

Prior to the commencement of any construction works, a detailed Construction Traffic and Pedestrian Management Plan (CTPMP) shall be prepared, approved by Council and submitted to the satisfaction of the Certifying Authority. The CTPMP must specify, but not be limited to, the following:

- (a) assessment of cumulative impacts associated with other construction activities (if any);
- (b) assessment of road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity;
- (c) details of construction program, the anticipated construction duration and milestones and events during the construction process;
- (d) details of anticipated peak hour and daily truck movements to and from the site;
- (e) details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
- (f) details of temporary cycling and pedestrian access during construction;
- (g) details of proposed construction vehicle access arrangements at all stages; and
- (h) traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, which must include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.