



22 February 2018

Our Reference: SYD15/01390/03 (A20958435)
DP&E Ref: SSD 7348

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

Attention: Thomas Piovesan

Dear Ms McNicol,

CONCEPT PROPOSAL FOR STAGED DEVELOPMENT OF OAKDALE WEST ESTATE (OWE) AND STAGE 1 DEVELOPMENT INCLUDING CONSTRUCTION OF WESTERN NORTH SOUTH LINK ROAD (WNSLR) - KEMPS CREEK, PENRITH

Reference is made to the Department of Planning and Environment (DPE) letter dated 13 November 2017, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment.

Roads and Maritime has reviewed the submitted application and notes the proposal include construction of WNSLR between Lenore Drive to the north and planned Southern Link Road (SLR) to the south with major signalised intersections with Lenore Drive and SLR and minor signalised intersections with Lockwood Drive and Estate Road 01.

The proponent should be advised that the proposed road works on Lenore Drive requires concurrence from Roads and Maritime under Section 138 of the Roads Act, 1993 and provision of new traffic signals along WNSLR requires consent from Roads and Maritime under Section 87 of the Roads Act, 1993. The installation of traffic signals is dependent on general warrants in accordance with Roads and Maritime requirements for Traffic Signal Design – Section 2 Warrants. Roads and Maritime will assess any application for installation of new signals when the above warrant assessment, along with supporting documents, has been submitted for review.

Subject to Roads and Maritime's consent for provision of traffic signals, Roads and Maritime provides the following conditions to be included in any consent issued by DPE for the subject development:

1. The proposed road/intersection works along WNSLR shall be designed and constructed to meet Roads and Maritime requirements and endorsed by a suitably qualified practitioner. The

Roads and Maritime Services

design requirements shall be in accordance with AUSTROADS and Roads and Maritime supplements, Roads and Maritime Traffic Signal Design Manual and other Australian Codes of practice.

The certified copies of the civil and traffic signal design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works.

A ten (10) year maintenance contribution fee (payable to Roads and Maritime) will apply to the new signalised intersection.

2. The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the WAD will need to be executed prior to Roads and Maritime assessment of the detailed civil design plans.

Roads and Maritime fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

3. All roads, signalised intersections and driveway cross overs are to designed to cater for the swept path of B-doubles and semi-trailers.
4. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2-2002 for heavy vehicle usage.
5. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to DPE for approval which shows that the proposed development complies with this requirement.
6. The construction of the signalised intersection of Lenore Drive and WNSLR is to incorporate sufficient space to accommodate future improvements including an additional right turn lane for eastbound traffic on Lenore Drive into WNSLR, and for an additional left turn lane for westbound traffic on Lenore Drive turning south onto WNSLR. This allows for future forecast traffic volumes up to 2036.
7. Appropriate consultation should be implemented with the affected property owners as a result of the construction of WNSLR. Any land acquisition required for the proposed works should be the responsibility of the proponent.
8. The WNSLR including the signalised intersections should be designed and constructed at no cost to Roads and Maritime.
9. It is noted as an interim scenario and pending construction of the SLR, all access to OWE will be via the proposed WNSLR connection to Lenore Drive. The proposed intersections on WNSLR including the intersection with Lenore Drive should accommodate the traffic generation of the site in the interim scenario.
10. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
11. Any proposed landscaping and/or fencing must not restrict sight distance to pedestrians and cyclist travelling along the footpath.

12. All vehicles are to enter and exit the site in a forward direction. Provision for vehicles to turn around must be provided within the property boundary.
13. All works/regulatory signposting associated with the proposed development are to be at no cost to Roads and Maritime.

Furthermore, Roads and Maritime provides the following advisory comments to you for consideration in the determination of the application:

14. The proposed driveway access on Estate Road 01 to Warehouse 1A should be located as far away as possible to the WNSLR. The required sight distance as per standards should not be compromised at the access driveway. The access should also cater for simultaneous entry and exit of the heavy vehicles.
15. Funding for the construction of WNSLR (including signals) is to be resolved through the DPE. Suitable arrangements should be in place for the developer's contribution towards the provision of regional roads infrastructure.
16. It is advised that Roads and Maritime is assisting the DPE with the concept design for the Southern Link Road (SLR) project, however, this is subject to funding to be provided by the DPE. In the absence of such funding and detailed design, at this stage Roads and Maritime is unable to provide specific comments on the proposed design of WNSLR and SLR except that the design should be consistent with the previously adopted design standards by AECOM for the SLR. Alternatively, Roads and Maritime would review the proposed design and construction works for WNSLR subject to the fees for administration, plan checking, civil works inspections and project management to be paid by the developer prior to the commencement of works.

Any inquiries in relation to this application can be directed to Zhaleh Alamouti on 8849 2331 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely



Rachel Cumming
Senior Land Use Assessment Coordinator
North West Precinct