

Attachment D

Response to Transport for NSW advisory comments for consideration on the Response to Submissions (SSD 8784)

Transport for NSW Comment	Response
<p>1. <i>The proposed deceleration lane on Beecroft Road should be separated from the existing deceleration lane for the adjoining development. TfNSW regards this as a safety issue due to a continuous lane creating conflict between entering and exiting vehicles. Additionally, this increases the opportunity for this lengthened lane to be used by through vehicles bypassing slower traffic on Beecroft Road.</i></p>	<p>The proposed access to and from Beecroft Road will be a left-in/left-out priority intersection to minimise traffic conflicts on Beecroft Road. The concept and the design of the proposed access at Beecroft Road has been developed in consultation with Roads and Maritime Services (now integrated as part of Transport for NSW). The proposed left-in movement at Beecroft Road will be provided via a deceleration lane of approximately 30 metres in length to allow entering traffic to slow down without interfering with through-traffic on Beecroft Road.</p> <p>Vehicles exiting the development can only turn left onto Beecroft Road. They will have clear sightlines to oncoming vehicles on Beecroft Road travelling northbound and/or traffic entering the Epping Services Facility (ESF) before safely entering into Beecroft Road traffic. Due to the small number of vehicles expected to turn left from the driveway access (less than 10 vehicles per hour during the peak periods), any potential conflicts with traffic entering the site or the ESF, as well as traffic on Beecroft Road, is considered minimal.</p> <p>A splitter island can be designed at the proposed car park access of the proposed development to facilitate left-in/left-out movements between Beecroft Road and the car park of the development, which would also prevent traffic from entering the new deceleration lane to the ESF.</p> <p>Landcom would accept a condition of consent that requires the provision of a splitter island (or similar road infrastructure) to be incorporated as part of the development.</p>
<p>2. <i>Additional details, shall be provided for the proposed vehicular crossover on Ray Road to ensure that there is no impacts to surrounding classified roads (such as queueing), visibility and safety for vehicles turning out, conflict with pedestrians, and conflict with vehicles turning right into the development and through vehicles (northbound).</i></p>	<p>The location of the proposed vehicular access at Ray Road is shown on Plan 3.04 (Attachment B).</p> <p>The proposed access is located just to the north of the existing driveway, where all movements (in and out of the driveway) are permitted. Given it is a small relocation of the existing driveway, impacts of the new vehicular access is expected to be negligible. A number of on-street parking spaces may require relocation (along the eastern side of Ray Road, north of the existing driveway) to ensure sightlines are provided for vehicles exiting the car park.</p> <p>Based on the trip generation, the majority of traffic are turning left from the proposed access into Ray Road in the AM peak. Traffic expected to be turning right from Ray Road into the car park in the PM peak is less than 12 vehicles/hour. There are a minimal number of vehicles expected to turn right out of the car park to Ray Road.</p>

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	The additional details of the proposed driveway access at Ray Road including swept path analysis will be provided at detailed design stage and/or as part of the future development applications for the site.
3. <i>Consideration shall be given to the provision of double marked lanes up to Carlingford Road from the development access point on Ray Road.</i>	No changes are currently proposed on Ray Road, except the proposed car park access and driveway at Ray Road.