



Our reference: ECM: 9030543
Contact: Gavin Cherry
Telephone: 4732 8125

26 February 2020

Mr Dominic Crinnion
NSW Department of Planning Industry & Environment
By Email: Dominic.Crinnion@planning.nsw.gov.au

Dear Mr Crinnion,

St Marys Intermodal, Forrester Road, St Marys (SSD-7308) – Request for Advice

I refer to the above State Significant Development proposal and a referral of amended plans and supplementary information to Council on 14 February 2020. Thank you for an opportunity to review the additional information submitted from the applicant. Below are further comments for your consideration in finalising your assessment of the application:-

Traffic Management Matters

Road Network Access

As has been Council's consistent position and recommendation, heavy vehicle traffic generated by this development should ideally be directly connected to the arterial road network. In addition, the arterial road network should be upgraded to accommodate the increased heavy vehicle traffic generation from this development and have regard to the potential for any future stages/expansion. Any proposed or required connections to Christie Street should include the upgrade of Christie Street and connections to Dunheved Road, the future Werrington Arterial Stage 2 (to be constructed by TfNSW), Forrester Road and additional connections to the proposed Outer Sydney Orbital. This is ultimately a factor to inform establishment of site suitability and Council appreciates that this is a matter for the Department to determine.

Traffic Generation Impacts

There are a number of SIDRA outputs (Option 4 PM Peak 2030) that proposed / include traffic generation rates and movements with Levels of Service (LoS) at C, D and F with long queue lengths and these include:-

- Glossop St / Forrester Rd being over 344m
- Mamre Rd / M4 being over 259m, 304m and 569m
- Great Western Highway / Carlisle Ave being over 277m
- Great Western Highway / Glossop St being over 186m, 192m and 209m
- Great Western Highway / Mamre Rd / Queen St, being at LOS F with queue lengths over 197m and 404m.

The SIDRA outputs (Option 4 AM 2030) still provide movement queues as follows:-

- Forrester Rd and Glossop St at over 278m
- Great Western Highway / Carlisle Ave at LoS F,
- Great Western Highway / Glossop St at LoS D coupled with movement queues over 230m

- Great Western Highway / Queen St / Mamre with LoS D and F coupled with movement queues over 284m and 355m.

Despite these identified impacts, the application relies on upgrades at key intersections to be delivered by another developer (Lend Lease) through separately negotiated and executed VPA works. The timing and delivery of these works are outside the control of the current applicant however the current proposal also seeks to rely on other intersection upgrades, such as Glossop St / Great Western Highway which are not proposed as part of any executed VPA and are not proposed to be undertaken as part of this application, despite reliance on their implementation to support the modelled traffic generation rates.

If the Department is accepting of the proposed site location having regard to site suitability considerations and access, then it is strongly recommended that any favourable determination include conditions of consent requiring intersection upgrades at key locations including, but not limited to, Queen St / Mamre Rd, St Marys and Glossop St / Forrester Road, St Marys.

Other Traffic Management Design Requirements

The following other matters are identified for the Department to consider prior to determination, or as otherwise addressed through recommended conditions of consent:-

- The car park entry / exit should be separate from the heavy vehicle entry / exit driveways.
- Separate accessible pedestrian access is to be provided from the footway and the car park to the building entrance in accordance with AS 2890 car park access and AS 1428 Mobility accessible paths of travel.
- The access driveway widths must accommodate swept movements of the largest vehicle servicing the site and be designed to conform with AS 2890.2.
- Sight distance requirements and driveway widths are to be met in accordance with AS/NZS 2890.1: 2004 and Council requirements. This is to include the requirements set out in AS 2890.1 Figure 3.2 Sight Distance Requirements at Driveways and Figure 3.3 Minimum Sight Lines for Pedestrian Safety. Also AS 2890.2 Figure 3.3 Sight Distance Requirements at Access Driveway Exits and Figure 3.4 Minimum Dimensions for Access Driveway Sight Splays for Pedestrians.
- The required sight lines around the driveway entrance and exit are not to be compromised by street trees, landscaping, fencing or signposting.
- All car parking and manoeuvring must be in accordance with AS 2890.1, AS 2890.2, AS 2890.3, AS 2890.5, AS 2890.6 and Council requirements.
- All car spaces are to be sealed/line marked and dedicated for the parking of vehicles only and not be used for storage of materials/products/waste materials etc.



If you require any further information, please do not hesitate to contact me on (02) 4732 8125.

Yours sincerely,

Gavin Cherry
Development Assessment Coordinator