

26 January 2016
Our Ref: 14160

Tim Ireson
Project Manager
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Dear Tim

Re: Fifteenth Avenue

RMS Comments

- Site access
There are no proposed egress connections or acceleration lanes. Fifteenth Avenue will not become a Transit Boulevard until RMS undertakes substantial road widening and RMS advise that there is no envisaged timeframe or program for this work to occur. The proposed deceleration lanes will act to facilitate traffic movements along Fifteenth Avenue until such time that RMS widens the road.
- Bus Stop
Understood
- Traffic Signals
Understood
- Road Widening
RMS advised a general road width requirement of 40m but due to the absence of a detail design could not be more definitive. The now advised requirement for 43.2m is presumably only for the intersection and would be less where supplementary lanes are not required.

T F NSW Comments

- Traffic Generation

The RMS Development Guidelines do not provide traffic generation criteria which can be applied to the somewhat unique combination of envisaged uses (e.g. the RMS retail criteria is for a large retail centre). In addition there is no known comparable existing development which could be surveyed to establish a generation rate/s and the actual nature of elements (i.e. end user) are not known.

The projected traffic generation adopted for the assessment represents a “best estimate” based on the experience of the author and is considered to be robust particularly when a normal dual use factor for what will largely be “passing trade” custom is 20%. This is considered to be adequate for a Stage 1 DA.

- Road Width

RMS advised that a general width of 40m was required. There would be no difficulty in accommodating any additional width which may be required as RMS resolve the design detail.

- Pedestrian Crossing Facilities

Assessment indicated that the potential pedestrian crossing movements would not meet the RMS warrants for a marked foot crossing. The roundabout splitter islands would serve as pedestrian refuges and RMS has advised that traffic signals will replace the roundabout when the road widening is undertaken.

- Pedestrian and Cyclist Facilities

This is a Stage 1 DA and these issues can be dealt with by way of consent conditions

- Proposed Roundabout

The roundabout is designed to accommodate semi-trailers and can certainly accommodate 14.5m buses.

- CTMP

The requirement for a CTMP can be dealt with by way of Consent Condition

Liverpool Council Comments

- Provision of Traffic Signals

The provision of traffic signals was discussed with RMS however the current level of traffic on Fifteenth Avenue would not meet the RMS warrants for traffic signals in the short to medium term. RMS has advised that traffic signals will replace the proposed roundabout when the road is widened and other intersections in the vicinity rationalised.

The decision as to whether traffic signals are provided is solely a matter for RMS (not Council).

NSW Planning and Environment

- Road Widening

When RMS has developed a design for the roadway, the detailed requirement for road widening can be established. This matter can be dealt with by Consent Condition.

- Pedestrian Crossing

The RMS warrant for a marked foot crossing cannot be satisfied and the splitter islands at the roundabout can be used as pedestrian refuge islands until RMS widen the road and provide traffic signals.

- Roundabout Design

The design will accommodate semi-trailer and bus movements.

- Bus Stop

Whilst there are no signs apparent, it is understood that the westbound bus stops on the very wide driveway for the property on the SW corner of the Twenty Second Avenue intersection. It is not within the ability/authority of the developer to modify this access driveway for a formal bus stop.

- Deceleration Lanes

See response to RMS comments.

Yours faithfully



Ross Nettle
Director
Transport and Traffic Planning Associates