

28 January 2022

Department of Planning, Industry & Environment (DPIE)
Locked Bag 5022
Parramatta, NSW 2124

Our Reference: 21_82_CPPL_EDCP_DD

Attention: Mr Chris Ritchie

Subject: 1111-1141 ELIZABETH DRIVE SUBDIVISION, CECIL PARK (SSD 8859) ACCESS REVISED DESIGN

Dear Chris,

Reference is made to TfNSW letter dated 12 January 2022 comprising TfNSW review comments on the submitted access arrangement design to the development from the future realigned Wallgrove Road.

MU Group Consulting (MU Group) have reviewed the TfNSW comments and provide responses to each comment in the table below. These responses are based on the outcome of a discussion meeting with TfNSW on 24 January 2022.

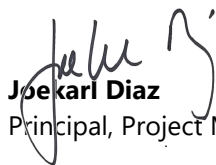
The revised design is attached as Appendix A. It should be noted that this design is a 2D general layout for the access arrangement and incorporates the future realigned Wallgrove Road design labelled "*Proposed Wallgrove Road-CAD file-M12EDC_DA_ACCESS*" provided by TfNSW in Nov 2021.

We understand that Transport for NSW (TfNSW) are still in the process of finalising the detailed design of the future Wallgrove Road. Acceptance of the latest SSD 8859 access design is requested on the basis that all major comments received to date have been addressed and incorporated in the revised design in Appendix A. It was agreed in the meeting with TfNSW on 24 January 2022 that some comments can be addressed in the detailed design phase.

We appreciate that the detailed design development for the SSD 8859 access design would need to incorporate TfNSW's final detailed design of the future Wallgrove Road. We proposed that this be dealt with via proposed conditions of consent including the requirement to design and deliver the works under a Works Authorisation Deed (WAD) with TfNSW. This will allow formal consent to be provided and enable the Development to progress to the detailed design development stage. We will work collaboratively with TfNSW in developing the detailed design.

If you have any questions or would like to discuss further, please do not hesitate to contact me on 0412 114328 or Joekarl.Diaz @mugroup.com.au.

Yours Sincerely



Joekarl Diaz
Principal, Project Management

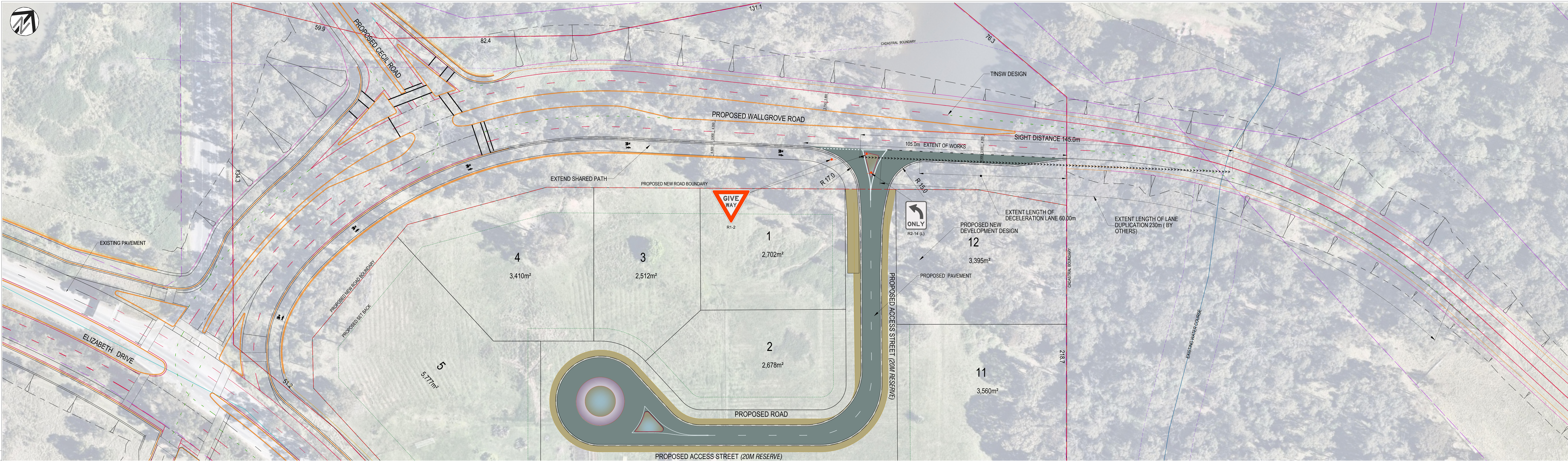
TfNSW Review Comments	MU Group Response
<p>1. There is a safety issue of the arrangement of the development of the second kerb side lane and the proposed left turn deceleration lane.</p> <p>Vehicles exiting the access road could confuse vehicles changing lanes to access the second kerb side lane with vehicles wanting to access the left turn deceleration lane and could lead to accidents. TfNSW requests that the development of the second lane be moved further back to the north in Wallgrove Road to the short straight between the reverse curves. The diverge should initiate from the centreline so vehicle continuing in the original lane is in lane one. The second lane should be fully developed prior to the second curve.</p> <p>The proponent should consult with M12 project team regarding the above for the best way forward.</p>	<p>TfNSW agreed that this is outside our limit of work. The development is constrained by the extent of the property boundary.</p> <p>It was agreed with TfNSW that this will be accommodated by the M12 project team.</p>
<p>2. The length of the left turn deceleration lanes is too short for the design speed of Wallgrove Road. The design speed of Wallgrove as per design criteria for this section of Wallgrove Road is 70kph with a posted speed of 60kph. For a design speed of 70kph the length should be 70m (including taper) with a turn speed of 20kph.</p> <p>As there is no development in the adjacent property and will be kept within the road reserve the length should be increased to be complying for the design speed.</p>	<p>The deceleration lane has a design length of 60m. It is noted that Austroads, Part 4a, Section 5.2 Deceleration Lanes, requires a deceleration lane length of 60m based on design speed of 70km/h and exit speed of 30km/h.</p> <p>The exit speed of 30km/h was adopted as the design has allowed for a left turn radius of 20m, which equates to an exit speed of 30km/h as per Austroads Table 5.2 and Figure 5.2.</p> <p>TfNSW indicated that this approach is acceptable based on the constraints and posted speed of 60kph.</p>
<p>3. Assuming that a second lane will be introduced prior to the auxiliary lane, the proponent will need to demonstrate that appropriate sight distances (AUSTROADS) are achieved to the C1 line.</p> <p>A preliminary review of the design suggests this to be problematic. Note the design will be providing a G4 W Beam to protect the 2:1 batter. Given the downgrade on approach, the sight distance over the barrier may be achieved but this would need to be checked. To achieve compliance the length of auxiliary lane will need to be extended, else the verge and batter widened out which may result in works occurring outside of the project boundary.</p>	<p>The sight distance assessment achieves a clear sight distance of 145m measured</p> <p>It is noted that Austroads Table 3.2 indicates a SISD of 141m for a reaction time, Rt, of 1.5 sec (the Rt satisfies the TfNSW supplement to Austroads Part 3). The assessment is also based on a driver height and observed height of 1.1m and 1.25m respectively, whilst the barrier height is expected to be at approx. 0.9m. The location of the barrier is yet to be confirmed through a 3D design model.</p>

	TfNSW agreed that this will not affect the development and can be addressed in the detailed design phase.
4. The addition of the auxiliary lane will mean additional cutting into existing area which may compromise flood immunity. There is channel at the toe of the embankment. Widening out the carriageway for the auxiliary slip lane will mean that additional property acquisitions may be required as the earthworks associated with the channel will be outside of the project boundary. The same applies to the channel running further to the north- given the need to widen the carriageway to allow for the development of the second lane.	<p>The submitted design is a strategic 2D layout only, and has not incorporated any survey. Given the 'green field' nature of the site, TfNSW may provide a design level for the development to adhere to for flooding and drainage designs as part of the development consent.</p> <p>TfNSW agreed that a 2D layout drawing is sufficient for the development application. A 3D assessment can be undertaken in the detailed design phase..</p>
5. The 3x1500 diameter culverts will need to be extended to suit the widened formation.	<p>The location of the 3 x 1500 dia culverts was not provided to the development in the issued TfNSW design. It is assumed that the culverts are to be situated at the creek alignment, which appear to be not affected by the development access.</p> <p>TfNSW agreed that this is outside the development extent.</p>
6. The plan should be amended to remove all the chevrons in the entry and exit as it will get scrubbed out and it also entices pedestrians/cyclists to stand in the actual access.	The chevrons have been removed in the revised design. Further refinement of the line marking can be addressed in the detailed design phase.
7. The "No Access to Cecil Road" signs should be removed as it would be difficult to enforce.	The signposting has been removed in the revised design. The OTAMP can be conditioned for the development to develop prior to operation.
An Operational Transport and Access Management Plan (OTAMP) should be developed for the proposed subdivision to manage this arrangement.	TfNSW agreed that further adjustments to signposting can be addressed in the detailed design phase.
8. It is not clear why turning path has been provided for a B-triple (35.4m). NSW Freight and Ports Plan used 30m Performance Based Standards (PBS 2B) combinations as the target vehicles. The use of the B-triple requires the access to be wider than needed and lengthens the crossing distance for active transport users. As previously advised, PBS 30m vehicle should be used as checking vehicle.	<p>For consistency with previous correspondences with TfNSW in May 2021 a similar 35m B-Triple was used as check vehicle on the access design.</p> <p>However, as agreed with TfNSW, a 19m semi has been used as design vehicle and 26m B-Double as check vehicle. These are reflected in the revised design.</p>
9. The proponent is requested to update the plans and annotate with some dimensions; lane widths, path width. Information on the RT bay and whether it is of sufficient length should be confirmed.	<p>Lane widths and path widths have been provided as shown in the revised drawings.</p> <p>Note that the lane widths were adopted from the TfNSW Wallgrove Rd design. Also, note that there is</p>

	no RT bay for the development as previously agreed with TfNSW.
10. The design shows the continuation of a shared user path past the intersection of the DA site. The current intent is not to continue this further to the North. The shared user path connects the Cecil Rd crossing along Wallgrove Rd to the south, integrating in with the shared user path on Elizabeth Drive.	<p>TfNSW advised to remove the shared path north of the intersection including the associated kerb ramps and gap in the median.</p> <p>TfNSW also advised to show connection of the shared path from the proposed Cecil Road into the development. The shared path along Wallgrove Road will be as per required width, whilst the connecting path into the development can be narrower.</p> <p>These have been reflected in the revised design.</p>

Appendix A – Revised Access Design

STRATEGIC DESIGN



PRELIMINARY DRAWING - FOR DISCUSSION PURPOSES ONLY

REV	AMENDMENT / REVISION DESCRIPTION	Initials	DATE
A	PRELIMINARY DRAWING FOR DISCUSSION	S.B.	11/11/2021
B	REVISED ENTRANCE AND EXIT LAYOUT DRAWING	S.B.	27/01/2022

CO-ORDINATE SYSTEM
MCA 2020 ZONE 56

HEIGHT DATUM
AND

SCALES ON A4 x 4 SIZE DRAWING

0 10 20 30m

SCALE 1:750 @ A3

DRAWINGS / DESIGN PREPARED BY

MUGROUP
TRANSPORT AND INFRASTRUCTURE

Level 4, 23-33 Mary Street, Surry Hills
NSW 2010
T 02 8095 6416 www.mugroup.com.au

PLOT DATE / TIME		PLOT BY	
SHEET	STAGES	M.S.	
TITLE	NAME	DATE	
DRAWN	S.BAHROW	27/01/2022	
DRG CHECK	T.LANCE	27/01/2022	
DESIGN	S.BAHROW	27/01/2022	
DESIGN CHECK	T.LANCE	27/01/2022	
DESIGN MGR	J.DIAZ	27/01/2022	
PROJECT MGR			

CLIENT

CECIL PARK PTY LTD (ELECTRIC PTY LTD)

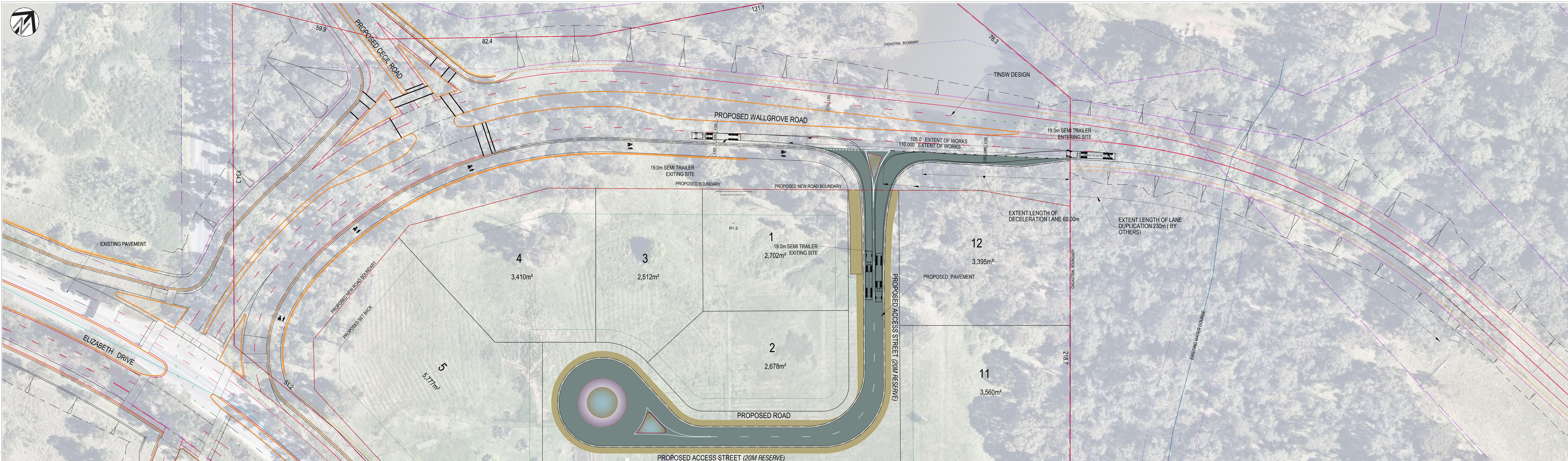
SUITE 1802, 184 FORBES STREET,
DARLINGHURST NSW 2029

NOT FOR CONSTRUCTION

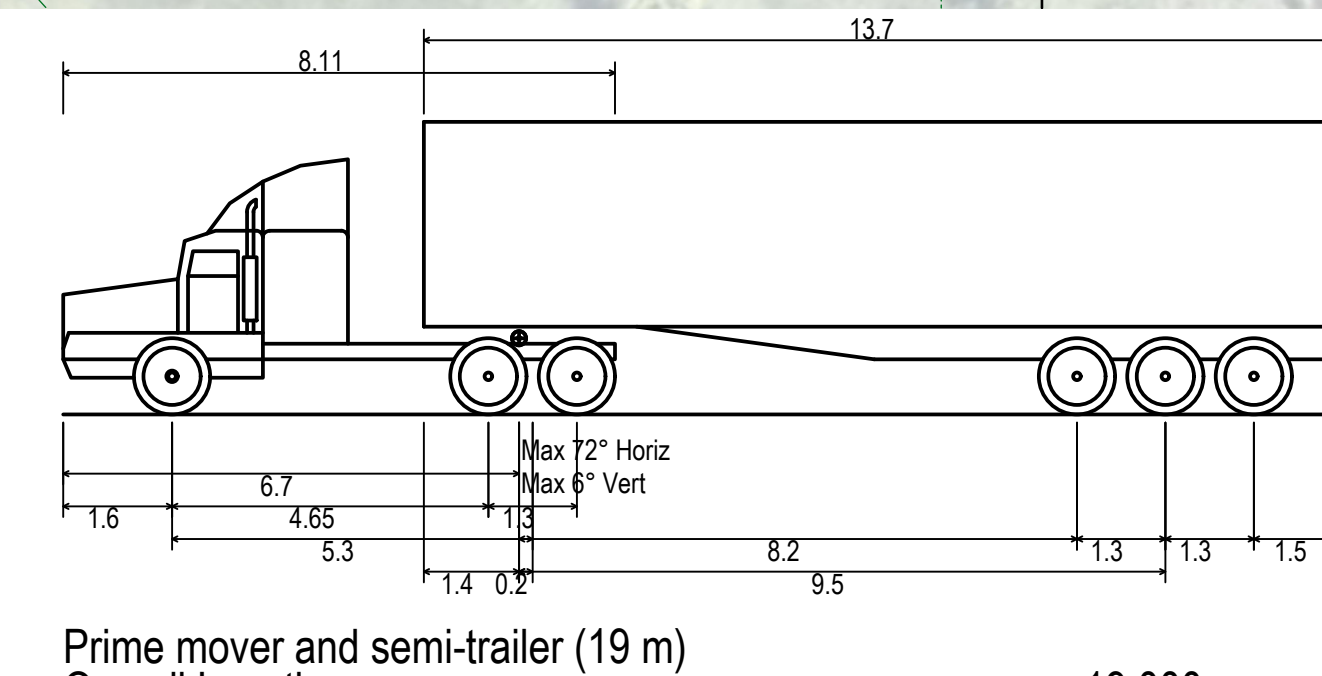
FAIRFIELD CITY COUNCIL AREA
1111-1141 ELIZABETH DRIVE
CECIL PARK, NSW 2178
LEFT-IN LEFT-OUT ULTIMATE TNSW DESIGN
DEVELOPMENT ACCESS
GENERAL ARRANGEMENT PLAN

2021_38_SD_0001_SK_0001	SHEET 01	ISSUE B
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STRATEGIC



PRELIMINARY DRAWING - FOR DISCUSSION PURPOSES ONLY



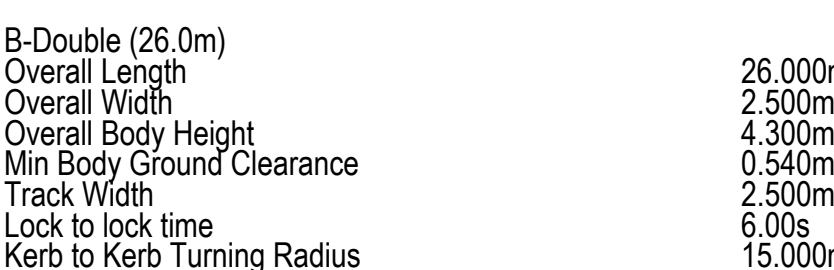
Prime mover and semi-trailer (19 m)	
Overall Length	19.00m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	12.50m

[illegible]

NOT FOR CONSTRUCTION

[illegible]

PRELIMINARY DRAWING - FOR DISCUSSION PURPOSES ONLY



NOT FOR CONSTRUCTION