

Referral Response - Traffic Engineering

Application Number:	DA17/1092
Referral Officer	Graham Green
Referral Unit	Traffic Engineering
Date of referral	23 November 2017
Land to be developed (Address):	Lot 2 DP 1108408 13 - 15 Park Road WALLACIA NSW 2745
Proposed Development:	Staged Construction of Wallacia Memorial Park including Cemetery for 88,000 Burial Plots, Chapel & Related Crematorium & Function Rooms, Administration Building, Services Outbuilding, Parkland Areas, Internal Roads, Car Parking & Associated Landscaping & Site Servicing Works

Recommendation

Awaiting additional information

Detailed assessment

I have reviewed the application, plans and Traffic Impact Assessment by The Transport Planning Partnership dated 26 October 2017.

The following comments are provided for your consideration and assessment in relation to the proposed development.

SEPP Infrastructure 2009 or Roads Act 1993 requirements

The Traffic Impact Assessment report incorrectly states that Park Road is a Council local road and it does not nominate the classification for Mulgoa Road. Park Road and Mulgoa Road are RMS classified roads.

The development fronts Mulgoa Road and Park Road which are both RMS classified roads and require referral to the RMS.

The RMS will then be able to provide their requirements for any additional Traffic Impact Assessment data including their requirements for the proposed accesses at intersection of Road 1 (Entrance A - Main entry access) with Park Road, Road 2 access off Park Road (Entrance B – Staff only access opposite existing workshop), driveway treatment for the Road access off Park Road (fronting the club house) and driveway treatment for the Road access off Mulgoa Road (north west of the site) prior to consideration of possible future RMS acceptance and conditions.

Parking

The proposed number of parking spaces is acceptable subject to review and concurrence from Environmental Planning.

Access, Circulation and Traffic Generation

The Road Design matters in the Development Engineer's draft referral response are requested to be addressed including:

- All proposed roads shall be labelled (i.e. Road 1) and generally coincide with the Site Plans prepared by Ignite.
- A longitudinal section of the centreline of the internal roadways showing the chainages, reduced level of existing surface levels, and design level of the road, design grades, shall be provided on the plans
- A typical cross-section of each road shall be provided on the plans.
- A detailed concept plan of the intersection treatment for the Road 1 (Entrance A - Main entry access) off Park Road shall be shown on the Civil drawings in accordance with the recommendations in the Traffic Impact Assessment prepared by The Transport Planning Partnership Pty Ltd dated 26 October 2017.
- A detailed concept plan of the driveway treatment for the Road 2 access off Park Road (Entrance B – Staff only access opposite existing workshop) shall be shown on the Civil drawings. Access details shall be in accordance with Council standard detail - SD1005.

- A detailed concept plan of the driveway treatment for the Road access off Park Road (fronting the club house) shall be shown on the civil drawings.
- A detailed concept plan of the driveway treatment for the Road access off Mulgoa Road (north west of the site) shall be shown on the civil drawings. Please note that the existing bus stop is within close proximity to the access point.
- Details of the proposed carpark modifications adjacent to the club house shall be provided. It is also unclear of what is proposed within the front setback of the club house and the parking arrangements.
- Traffic sign posts and pavement markings in accordance with AS 1742 – Manual of Uniform Traffic Control Devices are to be provided where required.
- Engineering drawings have shown existing trees in accordance with the survey plans. However, details of trees proposed for removal shall be clearly defined. **Note:** Penrith City Council's Tree Preservation Order defines a tree as "a perennial plant with a self-supporting stem which has a girth of 300mm or more, measured at a distance 400mm above the ground and has a height in excess of 3.0m).

Conclusion

Based on the above comments and review of the proposal, the proposed application is unsatisfactory. Prior to further assessment by Traffic Engineers, the above matters must be addressed by the applicant. Please refer back to the Traffic Engineers when the issues raised above have been fully addressed.

Yours sincerely

Graham Green 23 November 2017

Senior Traffic Engineer