



8 November 2016

Roads and Maritime Reference: SYD16/01213/01
Council Ref: 237656.2016

A/Chief Executive Officer
Liverpool City Council
Locked Bag 7064
Liverpool BC NSW 1871

Attention: Amy van den Nieuwenhof

**PUBLIC AUTHORITY CONSULTATION FOR DRAFT LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008
(AMENDMENT NO. 63)**

Dear Mr Cullen

I refer to your letter of 2 September 2016 inviting Roads and Maritime Services to provide comment on the abovementioned planning proposal. Roads and Maritime appreciates the opportunity to provide comment and apologises for the delay in providing a submission.

Roads and Maritime has reviewed the submitted documentation and notes that the transport study recommends that *"the effects of the additional development traffic would be assessed at the development application stage, following traffic counts and analysis"*.

This approach is not supported by Roads and Maritime and is of the view that due to the nature and scale of the planning proposal, the Local Environmental Plan (LEP) amendment should not be gazetted until such time that the cumulative transport impacts are identified with associated mitigation measures and incorporated into an appropriate funding mechanism (i.e Section 94 and/or Planning Agreement).

In this regard, the Transport Study submitted with the planning proposal is preliminary in nature and has not adequately analysed the cumulative transport and traffic impacts associated with the planning proposal.

In this regard, an addendum Transport Study should be undertaken to assess the cumulative impacts of the planning proposal on the local and regional road network (including public transport) and identify feasible infrastructure improvements required to support future developments within this Town Centre precinct. This study should also make reference to funding responsibilities and associated funding mechanisms to be determined in consultation with Liverpool City Council and Department of Planning and Environment.

Roads and Maritime Services

Appropriate public exhibition of the addendum Transport Study should be undertaken prior to adoption of the plan.

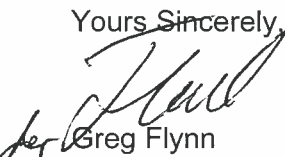
Roads and Maritime would be happy to assist Council in determining the requirements of the addendum Transport Study. Once the maximum yields (based on proposed maximum FSR and Height Controls) for the Town Centre are identified, it is suggested that an evidence based trip generation analysis is undertaken in the first instance. This preliminary assessment would inform the area of influence, key assumptions, and scope of the Transport Study. Roads and Maritime in collaboration with Transport for NSW would be happy to facilitate a meeting with Council to discuss the requirements of the addendum Transport Study.

The above mentioned addendum Transport Study should include a review of the nominated traffic generation rates for the proposed development that take into account that the site does not have a high level of public transport accessibility (i.e. Train Station). In this regard, it is noted that the traffic generation rates adopted for the high density residential development is 0.15 trips per unit in the weekday peak periods. This level of traffic generation is more applicable to high density residential development with a higher level of public transport accessibility (i.e. walking distance to rail stations with frequent services). As the subject site is not within walking distance of a train station, the applicant should be requested to undertake a traffic generation survey of an existing high density residential development with a similar level of public transport accessibility.

In addition to the above, Roads and Maritime advises that strategic level investigations are currently being undertaken for a future upgrade of Fifteenth Avenue to an arterial road standard. In this regard, the abovementioned addendum Transport Study should include an assessment of the impact of the proposed development on the future upgrade of Fifteenth Avenue and to assist in this process provides specific comment in Attachment A. Roads and Maritime is willing to meet with Council and the applicant to discuss these comments in further detail.

Thank you for the opportunity to provide advice on the subject proposal. If you require clarification on any issue raised, please contact Tricia Zapanta, Strategic Land Use Planner on Tricia.Zapanta@rms.nsw.gov.au.

Yours Sincerely,



Greg Flynn

**Program Manager, Land Use
Network and Safety Section**

ATTACHMENT A

- The proponent has not identified the use of Fifteenth Avenue as a strategic bus route for the service of the new western Sydney airport and the overall increase in traffic volumes along this road and the impact that the development may have on the future operation of this road;
- Fifteenth Avenue between Cowpasture Road and Second Avenue/Kingsford Smith Road intersections is currently congested and traffic intending to access the town centre may add to this existing congestion.
- Safety concerns are raised with regard to vehicles south of Fifteenth Avenue being able to access the town centre as there is currently only a small mountable roundabout offering traffic management at the Second Ave/Kingsford Ave/Fifteenth Ave intersection. It is therefore recommended that the proponent consult with Liverpool City Council (as the road authority) regarding the upgrade of this intersection from a roundabout to traffic signals.
- The proponent should also consider the safety of pedestrians and cyclists wishing to access the town centre development from south of Fifteenth Avenue. This may also be addressed in part through consideration of dot point 3 above.