

17 August 2015

Our Reference: SYD15/00919 (A9910371)

Craig McLaren
Executive Traffic Engineer, Director
McLaren Traffic Engineering
PO Box 66
SUTHERLAND NSW 1499

PROPOSED ACCESS ARRANGEMENT FOR SERVICE STATION, GYM, FASTFOOD AND
FUTURE BASKETBALL COURT
620 ELIZABETH DRIVE, BONNYRIGG HEIGHTS

Dear Mr McLaren,

Reference is made to your email dated 21 July 2015, regarding the abovementioned proposal which was referred to Roads and Maritime Services (Roads and Maritime) for advice prior to lodging a formal application with Council.

Roads and Maritime has reviewed the proposal and additional information provided in the site meeting on 30 July 2015 and provides the following comments for your consideration:

1. Roads and Maritime understands that the site is currently zoned RE2 Private Recreation. The proponent is advised to consult with Council as to whether a rezoning would be required in order to facilitate the proposed development.
2. Roads and Maritime understands that the subject property is owned by the same landholder of the adjacent property to the east (Bonnyrigg Sports Club) which has frontage and access to a local road as well as Elizabeth Drive. Roads and Maritime's current practice is to limit the number of vehicular conflict points along the arterial Road network to maintain network efficiency and road safety. This current practice is reflected in Section 6.2.1 of Roads and Maritime's current publication of the Guide to Traffic Generating Developments, which states 'access across the boundary with a major road is to be avoided wherever possible'. Further, this position is supported by clause 101(2a) of *State Environmental Planning Policy (Infrastructure) 2007*, which reads as follows:
"The consent authority must not grant consent to development on land that has frontage to a classified road unless it is satisfied that:
where practicable, vehicular access to the land is provided by a road other than the classified road".
3. Given the above, Roads and Maritime's preference would be for the access points to Elizabeth Drive to be consolidated and rationalised for any future development of the subject sites, given that alternate local road access is available via Simpson Road at the rear of the Sports Club site.
4. Notwithstanding the above, it is noted that the proposed fastfood outlet and service station development would form a separate operation to the existing recreational uses of the existing Sports Club site. Roads and Maritime has considered the proposed access arrangements for the service station development and raises concern with regard to the close proximity of the

proposed service station entry point to the existing exit driveway of the adjacent Sports Club site. Given the anticipated traffic generation of the proposed development, a deceleration lane to Austroads standards would be required on Elizabeth Drive at the entry point to the service station. This would overlap with the current exit driveway of the Sports Club. Roads and Maritime considers this presents a potential conflict point and has road safety concerns with this arrangement.

An amended plan should be provided demonstrating how the abovementioned issues would be addressed. The egress for the adjacent site would need to be removed/relocated. A minimum separation of at least five metres between the access for the Sports Club and the start of the slip lane to the service station would be required (please see indicative sketch attached).

5. The on-road cycle path would need to be retained and the pedestrian footpath would need to be suitably relocated/deviated to allow for the deceleration lane.
6. Roads and Maritime understands that the proposed basketball courts and gymnasium would operate in conjunction with the existing Sports Club. In this regard, an internal vehicular and pedestrian access connection from the Sports Club to the basketball courts and gymnasium should be provided to rationalise the access arrangements on site.
7. Any future development application should be accompanied by a Traffic Impact Study to examine the impacts of the peak traffic generation of the proposed development to inform the design and access requirements. This should be accompanied by vehicle swept path plans to demonstrate that the largest design vehicle to access the site (ie petrol tanker) can enter and exit the site in a forward direction, and service the development without obstructing access.
8. Further to the above, Roads and Maritime has previously resumed and dedicated a strip of land as road along the Elizabeth Drive frontage of the subject property, as shown by grey colour on the attached Aerial – "X".

Roads and Maritime has no other approved proposal that requires any part of the subject property for road purposes.

Therefore, in principle, there are no objections to a development proposal on property grounds provided all buildings or structures together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Elizabeth Drive boundary.

Please note that further land dedication to facilitate the proposed deceleration lane may be required in order to maintain existing road corridor widths.

It is emphasised that the comments provided above are informal and of a Pre-DA nature. They are not to be interpreted as binding upon Roads and Maritime and may change following formal assessment of a submitted development application from the appropriate consent authority.

Any inquiries in relation to this application can be directed to Zhaleh Alamouti on 8849 2331 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely



Rachel Nicholson
A/Senior Land Use Planner
Network and Safety Section



DURACK CLOSE
EDENSOR PARK

12524

11548

ELIZABETH DR

ELIZABETH DR

10-160

620 ELIZABETH DRIVE
BONNYRIGG HEIGHTS

1 710906

102 001000

PROPOSED ACCESS 620 ELIZABETH DRIVE

STRATEGIC CONCEPT
FOR DISCUSSION PURPOSES ONLY
NOT FOR CONSTRUCTION

Layout is indicative only and subject to

Detailed Survey and Design

Aerial Photography © SKM Pty Ltd (2015)

