



16 November 2015

Roads and Maritime Reference: SYD15/01337
Council Ref: 145-534-1/12

The General Manager
Blacktown City Council
PO Box 63
Blacktown NSW 2148

Attention: Wint KhinZaw

Dear Sir / Madam,

PROPOSED AMENDMENTS TO BLACKTOWN CITY COUNCIL GROWTH CENTRE PRECINCTS DEVELOPMENT CONTROL PLAN (DCP) 2010 – ROAD LAYOUT AND DESIGN CONTROLS

I refer to Council's correspondence dated 14 October 2015 regarding the public exhibition of the abovementioned Development Control Plan (DCP) amendments which was referred to Roads and Maritime Services for comment. It is noted that the DCP amendments propose the following:

- Standardise the road layout and design controls for all road categories so they are consistent across all precincts in the North West Growth Centre (Blacktown City area).
- Implement a new category and cross section for Medium-High Density local roads.
- Implement a new category and cross section for Town Centre roads.

Roads and Maritime have reviewed the submitted material and raise no objection to the abovementioned amendments to the planning controls associated with the Blacktown City Council Growth Centre Precincts DCP 2010 subject to the following issues listed below being satisfactorily addressed:

1. Council is advised that the Department of Planning and Environment and the Transport Cluster is currently undertaking a review of the North West Growth Centre - Structure Plan Review (Integrated Transport + Land Use Planning) with the following roads being identified under this document as a "Sub-Arterial Road", namely:

Bandon Road, Garfield Road (East and West), Stanhope Parkway and Hambledon Road.

However, we note that the Blacktown City Council Growth Centre Precincts DCP 2010 also identifies specific "road reserve" and cross sectional requirements for "Typical Sub-arterial

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roads". As a result of the above, there could be a level of confusion over the width required for some of these roads (ie. Bandon Road and Garfield Road (East and West)) as these roads would need a significantly wider corridor to fit the proposed carriageway and associated infrastructure necessary to meet Transport for NSW and Roads and Maritime's requirements.

As such, these roads must be exempt from the Blacktown City Council Growth Centre Precincts DCP 2010 requirements. Therefore, clear delineation between the Blacktown City Council Growth Centre Precincts DCP 2010 – Typical Sub-arterial roads and the North West Growth Centre - Structure Plan Review (Integrated Transport + Land Use Planning) defined Sub-arterial roads must occur within the DCP documentation.

Roads and Maritime have also consulted Service Planning and Development within Transport for NSW (TfNSW). The following agreed carriageway and lane widths are required to allow buses to operate safely on roads within the North West Growth Centre Precincts:

Note: The Austroads Guide to Road Design – Part 3: Geometric Design and State Transit Bus Infrastructure Guide have been used to confirm the required carriageway and lane widths.

2. **Local Roads (Marsden Park)** – TfNSW can confirm that it plans to operate buses on local streets within the Marsden Park Town Centre and strongly recommends that the DCP be amended to require local streets within the Marsden Park Town Centre to have a minimum 13m wide carriageway.
3. **Medium-High Density Local Roads** – These roads have the potential to act more like collector roads. TfNSW's preference would be to operate buses along densely populated local streets en-route to centres and interchanges. However, we are not aware of the location of the proposed medium-high density local streets within each Growth Centre Precinct and therefore cannot confirm where we would operate buses on such roads. If Blacktown Council could identify these roads graphically, TfNSW would recommend which of these it would operate buses on, which would necessitate the carriageway width to be a minimum of 13m to reflect a collector road configuration.
4. **Collector Road** – A minimum 13m wide carriageway (3.0m kerbside parking lane + 3.5m travel lane + 3.5m travel lane + 3.0m kerbside parking lane) is required. This allows a bus or truck in the travel lane to safely pass a bus stopped at a bus stop or a truck parked in the kerbside lane. However, where a kerbside lane operates as a travel lane and or a travel/parking lane, a width of 3.5m must be provided to allow the bus to use the lane to travel in without passing over drainage structures (i.e. 3.5m kerbside travel-parking lane + 3.0m travel lane + 3.0m travel lane + 3.5m kerbside travel-parking lane). (The current collector road cross-section within BCC Growth Centre Precincts DCP 2014 – Schedule 5 (Schofields) is supported).
5. **Town Centre Road** – A minimum 15.4m wide carriageway (2.5m kerbside parking lane + 1.7m bike path + 3.5m traffic lane + 3.5m traffic lane + 1.7m bike path + 2.5m kerbside parking lane) is required. It should be noted that this configuration would still narrow down the bike path to 1.1m where a bus is stopped in the kerbside parking lane at a bus stop.
6. **Town Centre Road (East-West Main Street)** – A minimum 13m wide carriageway (3.0m kerbside parking lane + 3.5m travel lane + 3.5m travel lane + 3.0m kerbside parking lane) is required. This allows a bus or truck in the travel lane to safely pass a bus stopped at a bus stop or a truck parked in the kerbside lane. Where a kerbside lane operates as a travel lane and or a travel/parking lane, a width of 3.5m must be provided to allow the bus to use the lane to travel in without passing over drainage structures (i.e. 3.5m kerbside travel-parking lane + 3.0m travel lane + 3.0m travel lane + 3.5m kerbside travel-parking lane). (The

current collector road cross-section within BCC Growth Centre Precincts DCP 2014 – Schedule 5 (Schofields) is supported).

7. **Town Centre Road (North-South Railway Terrace)** – A minimum 7.0m wide carriageway in each direction is required (3.5m kerbside travel lane + 3.5m median travel lane + median + 3.5m median travel lane + 3.5m kerbside travel lane). This allows a bus to travel in either the kerbside travel lane or median side travel lane without passing over drainage structures.
8. **Sub-arterial Road** – A minimum 7.0m wide carriageway in each direction is required (3.5m kerbside travel lane + 3.5m median travel lane + median + 3.5m median travel lane + 3.5m kerbside travel lane). This allows a bus to travel in either the kerbside travel lane or median side travel lane without passing over drainage structures.

Note: Council is advised that TfNSW plans to operate buses on the Town Centre roads within Alex Ave and Marsden Park precincts, as well as on collector and sub-arterial roads within the Alex Ave, Marsden Park, Riverstone, Area 20 and Schofields precincts. TfNSW also plans to operate buses on local streets within the Marsden Park Town Centre. As such, the Transport Cluster strongly recommends that the development control plans for each of these five precincts be amended to reflect the above carriageway and lane width requirements for safe bus operation, including widening the carriageway and lane widths of local streets within the Marsden Park Town Centre to that required for a collector road. It should be noted that there are instances where bus services cannot use newly built collector roads within greenfield release areas due to their inadequate carriageway and lane widths, unfortunately preventing bus services for new residents.

Any further enquiries in relation to this matter can be directed to the Senior Land Use Planner – Andrew Popoff on telephone 8849 2180 or via email to: Andrew.Popoff@rms.nsw.gov.au

Yours sincerely,



Greg Flynn
**Manager Strategic Land Use
Network & Safety, Sydney**