

Our Ref: 20234

26 October 2021

NSW Land and Housing Corporation  
Locked Bag 4009,  
Ashfield NSW 1800

**Attention: Mr Paul**

Dear Paul,

**RE: BONNYRIGG STAGES 8 TO 11  
RESPONSE TO COUNCIL ISSUES**

As requested, please find herein The Transport Planning Partnership (TPPP) response to Fairfield City Council's request for further information regarding the above development. This letter sets out our understanding of the request and responses.

## Overview

A development application has been submitted for the redevelopment of Bonnyrigg stages 8 to 11. The proposal will see the modification to existing roads and changes to lot boundaries. Fairfield City Council have provided comments on the proposal. The issues raised relate to:

- Road widths both proposed and existing roads.
- Driveway locations at intersections
- Roundabout provision at Newleaf Parade and Humphries Road from a submission from the community.

The specific comments are:

*Council's concerns regarding road widths remain outstanding as it is still considered that the proposed road widths are likely to create conflict with emergency and service vehicles. The proposed road widths for all roads shall be reconsidered, including the 8m laneway intended to service the two medium density development lots. Council also notes that the Concept Plan approval includes streetscape sections for each road type, which will need to be adhered to.*

*Australian Standard 2890.1.3.2.3 states that Category 1 entrances on sub-arterial, collector or local streets shall not be located closer than 6.0m from the kerb tangent. It is advised*

*that the proposed driveway locations of lots 15, 16, 62, 66, 69, 73, 90 and 314 do not meet this standard and shall accordingly need to be considered. Please note that should the driveways be relocated to the secondary frontage, it shall need to be demonstrated to Council that future dwellings are capable of complying with the relevant controls within Section 5 of the Bonnyrigg Masterplan 2011 and the visual appearance of the development will remain of a high quality.*

## Road Widths

The proposed modification to the subdivision will make use of existing 8m wide roads (kerb to kerb) with modification to the alignments in some locations. This is considered a satisfactory arrangement given that:

- The road widths are consistent with the Fairfield Council City Wide DCP
- Most of the roads in the subdivision will not be modified and are already 8m wide.
- It is consistent with recent subdivisions in Bonnyrigg which have been approved by Council.
- The road widths are greater than road widths prescribed in the Amcord guidelines.

### Council DCP

The Fairfield City Wide DCP (2013) stipulates that the roads are 8m wide in clause 14.4.2 Subdivision in the R2 Low Density Residential Zone. It reads as follows:

#### **Local Roads**

- a) For local Roads a minimum road width of 15m (8m pavement and 2 x 3.5m footpaths) is required.
- b) The minimum width of the access handle is 4 metre, of which 3m is to be hard paved surface.
- c) For a residential road the minimum cul-de-sac radius for the kerb and gutter is to be 9m.

Source: Fairfield City Wide DCP (2013)

Therefore, the use of 8m wide roads (kerb to kerb) in a 15m road reserve is consistent with Fairfield Council's DCP.

### Existing Road Network

The proposed subdivision makes use of the existing road network for the majority of the roads with extensions and modifications to alignment of other roads. These existing roads are 8m wide (kerb to kerb) and make up some 80% of the roads to be used in the subdivision. There is no intention to rebuild these roads. The existing roads are shaded grey in Figure 1.

### Figure 1: Proposed Lot and Road Layouts





### *Adjacent Subdivisions in Bonnyrigg*

Adjacent subdivisions in Bonnyrigg comprise 8m wide roads which have been approved by Council. Figure 2 shows the adjacent road network which adopts 8m roads and include medium density lots.

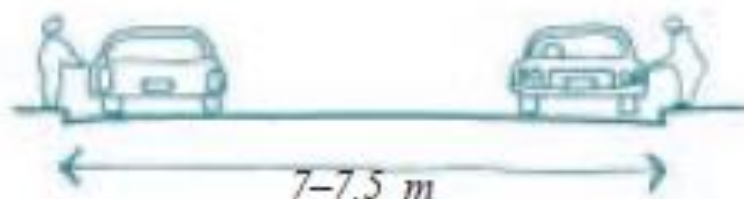
**Figure 2: Adjacent Subdivision with 8m wide Local Roads**



### *Amcord Recommendations*

The Amcord national guidelines (1997) provides guidance on the planning of subdivisions. In section 2.1 of Amcord, the recommended road widths for local access streets are up to 7.5m. Further, it recommends 7m wide streets are suitable for roads that carry traffic volumes up to 2,000 vehicles per day. In this respect the proposed road widths exceed the Amcord recommendations.

From Amcord:



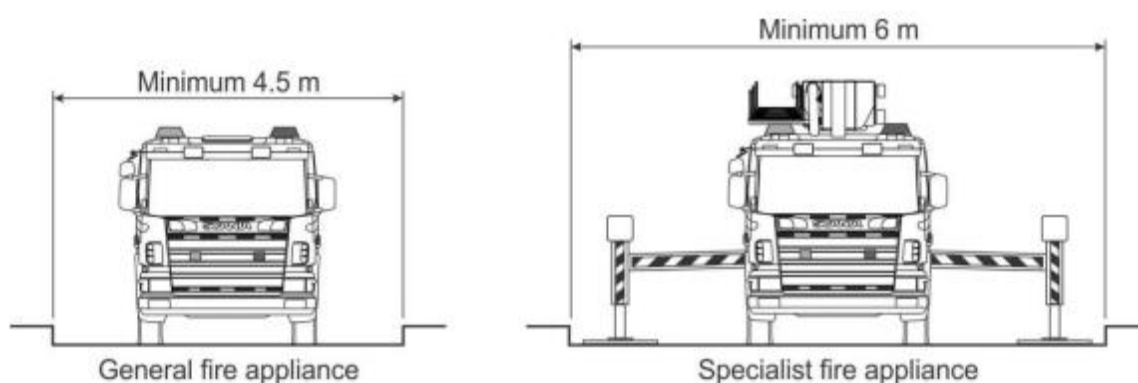
*A 7–7.5 m carriageway is wide enough for two vehicles to pass each other while passing a parked car. It is wide enough for a moving car to pass between two parked cars, but is clearly not wide enough for two moving vehicles to pass at once. One must give way.*

Source: Amcord 1997

#### Emergency Vehicle Access

The NSW Fire and Rescue – Guidelines for Fire Brigade Vehicles and Crew provides guidance on road width required for fire trucks. It specifies minimum widths of 4.5m for general fire appliances and 6m for special appliance. A local low-density area should only need access for general fire appliances. These vehicles should easily be accommodated on 8m wide roads even with parked vehicles. Further we are not aware of any issues being raised about the existing roads that are 8m wide.

**Figure 3: Fire Appliance Road Width Requirements**



Source: NSW Fire and Rescue – Guidelines for Fire Brigade Vehicles and Crew

### *Service Lane*

An additional issue raised was the width of the 6m wide laneway. This laneway is intended to be a one-way local access as described in the traffic assessment. A 6m wide carriageway is considered more than adequate for one-way local access road. It also meets the requirements for Fire Appliances.

### **Driveway Locations**

Council has identified that some lots would have restricted locations for driveways as the driveways would be located too close to the corner of intersections. In particular lots 15, 16, 62, 66, 69, 73, 90 and 314 are of concern.

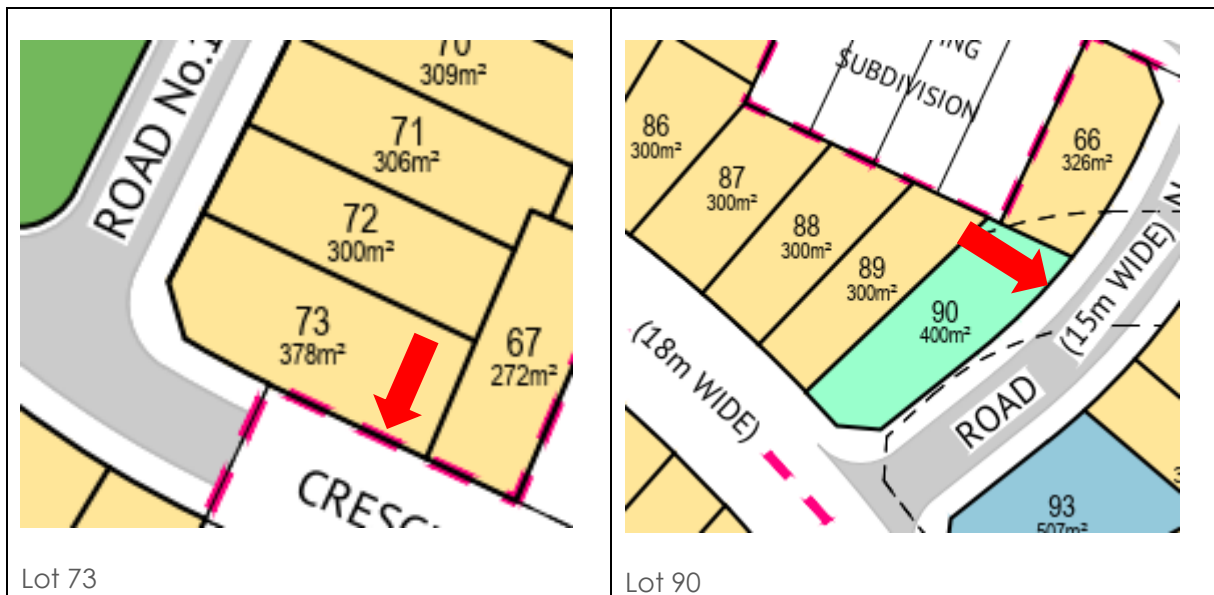
Australian Standard AS2890.1 stipulates that driveways category 1 and 2 cannot be located within 6m of the TP point. However, it also states that for domestic driveways this does not apply to driveways opposite the entering road (AS2890.1 cl 3.2.3).

The lot layouts have been modified and a review of the updated plan indicates that all lots would now be able to provide driveways 6m from the TP points of intersections with locations moved to side streets. Indicative driveway locations on the subject lots are shown in Figure 4.



Figure 4: Indicative Driveway Locations



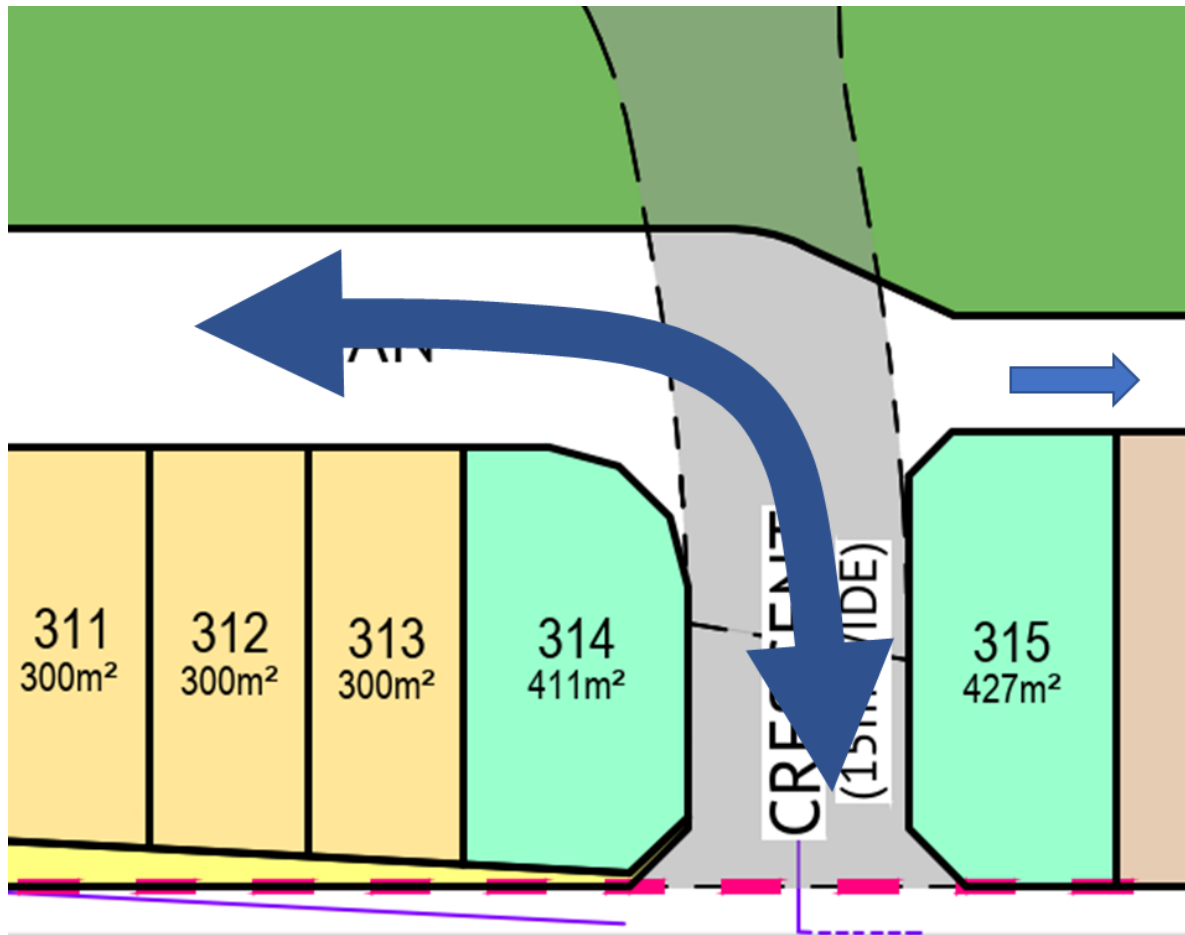


No change is proposed for Lot 314 as it is located on the inside of the curve. As the lane way is opposite the 'entering road' a driveway can be located along the full frontage as shown in Figure 5.

Further, all lots would be subject to individual Development Applications and sight distance considerations.



Figure 5: Bean Street and The Crescent



### Upgrade of the Intersection of Newleaf Parade and Humphries Road

It is understood that a submission was received requesting that intersection of Newleaf Parade and Humphries Road be converted into a roundabout. The intersection is shown in Figure 6.

**Figure 6: Humphries Road and Newleaf Parade**



We have reviewed the Bonnyrigg Living Centres TMAP (2018) which is the overarching traffic and transport plan for the area. The study does not identify any upgrades of this intersection and does not allocate budget for this. This is an existing intersection, and no changes are proposed for this intersection as a part of the subdivision.

We are not aware of any capacity issues at this intersection or that the proposed subdivision which replaces an existing low density housing development would contribute enough traffic to warrant an upgrade of the intersection.

Any design for a roundabout would be constrained by the existing driveways to private property and the need to provide access for right turning buses.

Should Council wish to pursue the roundabout further, we recommend the TMAP study is extended to include an assessment of whether a roundabout is warranted and would benefit the area.

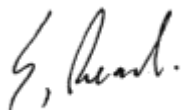
### Summary and Conclusion

Our review of Council's comments has found that:

- The 8m road widths are existing, consistent with the DCP and adjacent developments and exceeds planning guidelines. The 8m wide roads satisfy the requirements for emergency vehicles as provided in the NSW Fire and Rescue Guidelines. We therefore consider that 8m wide roads are acceptable.
- The 6m wide laneway is considered acceptable for a one-way service lane and would provide adequate rear access to the properties.
- The modified lot layouts would provide suitable locations for access driveways 6m from intersections.
- The upgrade of Newleaf Parade and Humphries Road was not recommended as part of the overarching TMAP study and therefore not recommended.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



**Stephen Read**  
Associate

# Attachment One

## Revised Subdivision Plan





RESIDENTIAL SUBDIVISION STAGES 1 & 2			
LOT TYPE	STAGE 1	STAGE 2	TOTAL
SUPERLOT	1	2	3
≥300m²	83	90	173
≥400m²	12	21	33
≥500m²	5	7	12
≥600m²	-	1	1
TOTAL LOTS	101	121	222

RESIDENTIAL SUBDIVISION STAGE 7B (APPROVED DA)	
LOT TYPE	STAGE 7B
< 300m²	12
≥300m²	7
≥400m²	-
TOTAL LOTS	19

**DISCLAIMER:**

THIS PLAN WAS PREPARED FOR LAND & HOUSING CORPORATION FOR DEVELOPMENT CONCEPT PURPOSES ONLY.

DIMENSIONS AREAS AND TOTAL NUMBER OF LOTS SHOWN HEREON ARE APPROXIMATE ONLY AND SUBJECT TO FIELD SURVEY AND ALSO TO THE REQUIREMENTS OF COUNCIL AND OTHER AUTHORITIES WHICH MAY HAVE REQUIREMENTS UNDER ANY RELEVANT LEGISLATION.

NO RELIANCE SHOULD BE PLACED ON THE INFORMATION CONTAINED IN THIS PLAN FOR ANY FINANCIAL DEALING INVOLVING THE LAND. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

- LEGEND**
- STAGING BOUNDARY
  - PROPOSED LOT (SEE TABLE)
  - EXISTING LOT
  - EXISTING ROAD
  - POSSIBLE ELECTRICAL SUB-STATIONS
  - EXISTING ELECTRICAL SUB-STATIONS
  - PROPOSED OPEN SPACE
  - PROPOSED ROAD WIDENING

PRELIMINARY					
17/08/20	S	ISSUED - REVISED OPEN SPACE LOTS 1001 & 1003. EASEMENTS UPDATED	PS	WRS	
14/08/20	R	ISSUED - REVISED LOTS 45-49, 80, 297-303, 1001, 1003. ADDED LOTS 79 & 81. UPDATED EASEMENT LOT NUMBERS & TABLE	PS	WRS	
15/10/21	V	ISSUED FOR APPROVAL - REVISED LOTS 10-19, 297-303, 307-309, 999, 1000. BIN PAD LOTS 17, 266-267 & REVISED EASEMENTS	PS	WRS	
30/03/21	U	ISSUED FOR APPROVAL - RELOCATED LOTS 316 & 317	PS	WRS	
11/11/20	T	ISSUED FOR APPROVAL - RELOCATED ELECTRICAL SUB-STATIONS TO LOTS 303 & 1001. NOTED ROAD WIDENING	PS	WRS	
DATE	REV	DESCRIPTION	REC	APP	
REVISIONS					

**ORAN PARK OFFICE**

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351 ORAN PARK DRIVE  
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**Premise**

DESIGNED  
PHETMALAY  
CHECKED  
PAUL HUME  
PROJECT MANAGER  
WARREN SAUNDERS  
REGISTERED SURVEYOR

*W.S. Saunders*

SCALE

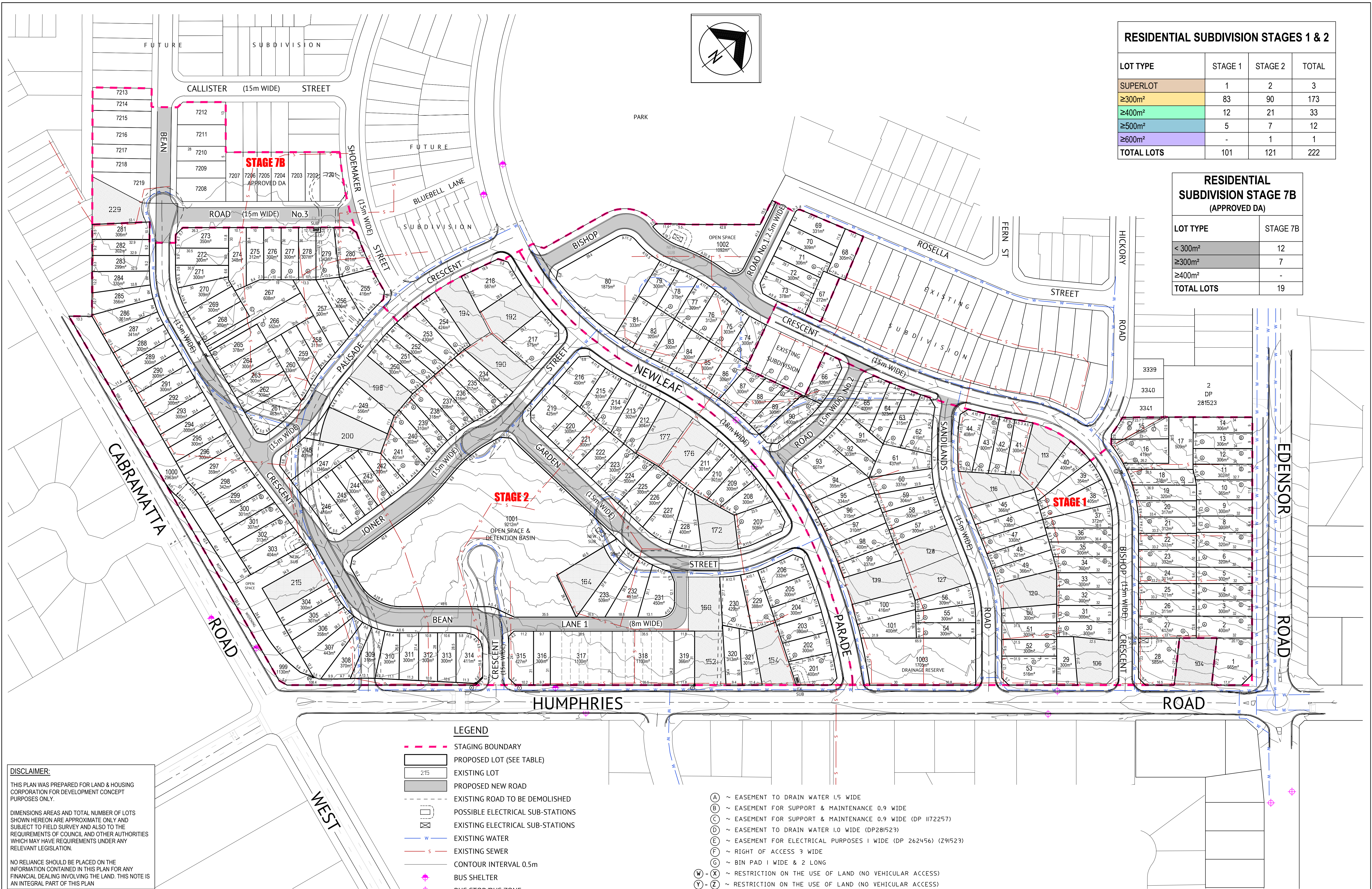
0 20 40 60m

SCALE 1:1000 (A1)

ORIGINAL SHEET SIZE A1

LAND & HOUSING CORPORATION			JOB CODE	
CLIENT	PROPOSED SUBDIVISION CONCEPT		320161_01	
PROJECT	HUMPHRIES ROAD BONNYRIGG		SHEET NUMBER	
LOCATION	PROPOSED SUBDIVISION CONCEPT - LOT MIX		REV	
SHEET TITLE			TP01 V	





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- STAGING BOUNDARY
  - PROPOSED LOT (SEE TABLE)
  - EXISTING LOT
  - PROPOSED NEW ROAD
  - EXISTING ROAD TO BE DEMOLISHED
  - POSSIBLE ELECTRICAL SUB-STATIONS
  - EXISTING ELECTRICAL SUB-STATIONS
  - EXISTING WATER
  - EXISTING SEWER
  - CONTOUR INTERVAL 0.5m
  - BUS SHELTER
  - BUS STOP/BUS ZONE

- (A) ~ EASEMENT TO DRAIN WATER 1.5 WIDE
- (B) ~ EASEMENT FOR SUPPORT & MAINTENANCE 0.9 WIDE
- (C) ~ EASEMENT FOR SUPPORT & MAINTENANCE 0.9 WIDE (DP I172257)
- (D) ~ EASEMENT TO DRAIN WATER 1.0 WIDE (DP281523)
- (E) ~ EASEMENT FOR ELECTRICAL PURPOSES 1 WIDE (DP 262456) (Z91523)
- (F) ~ RIGHT OF ACCESS 3 WIDE
- (G) ~ BIN PAD 1 WIDE & 2 LONG
- (W)-(X) ~ RESTRICTION ON THE USE OF LAND (NO VEHICULAR ACCESS)
- (Y)-(Z) ~ RESTRICTION ON THE USE OF LAND (NO VEHICULAR ACCESS)

PRELIMINARY

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DESIGNED

PHETMALAY

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PAUL HUME

PROJECT MANAGER

WARREN SAUNDERS

REGISTERED SURVEYOR

SCALE

0 20 40 60m

SCALE 1:1000 (A1)

ORIGINAL SHEET SIZE A1

CLIENT

LAND & HOUSING CORPORATION

PROJECT

PROPOSED SUBDIVISION CONCEPT

LOCATION

HUMPHRIES ROAD BONNYRIGG

SHEET TITLE

PROPOSED SUBDIVISION CONCEPT - LOT LAYOUT PLAN

JOB CODE

320161\_01

SHEET NUMBER

TP02

REV

V