

Austral West – Traffic Condition Response

DA -1295/2021

Condition ID	Council Condition	Landcom Comment	Amendments	Council Comment 13 April 2023	Landcom Final Position
PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE					
B048	Provision of Services – Street Lightning	Agreed			Consent updated, see Condition 48 in Attachment A.
B408	Access, Car Parking and Manoeuvring – General The Certifying Authority shall ensure and certify that vehicular access, circulation, manoeuvring, pedestrian and parking areas associated with the subject development have been designed and are in accordance with AS 2890.1, AS2890.2, AS2890.6 and Council's Development Control Plan.	Agreed, however minor amendment to reflect that Landcom parking space widths are wider (2.4m vs 2.2m) than the DCP whilst still maintaining DCP carriageway widths.	Add the following to the end of the condition. Per the approved Urban Design Report, the parking lane widths within road carriageways are permitted to exceed the requirements of Council's Development Control Plan.	Agreed.	Consent updated, see Condition 56 in Attachment A.
B414	Bus Stops	Agreed			Consent updated, see Condition 57 in Attachment A.
B555	Detailed Design Drawings	Agreed			Consent updated, see Condition 58 in Attachment A.
B560	Road Works	Agreed			Consent updated, see Condition 21 in Attachment A.
B900	Public Domain Works – Street Lighting	Agreed			Consent updated, see Condition 49 in Attachment A.
PRIOR TO WORKS COMMENCING					
B158	Construction Traffic Management Plan (CTMP)	Agreed			A similar condition was already in the consent. Condition 68 has been replaced with this condition, refer to Attachment A.

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D155	Work Zone	Agreed			Consent updated, see Condition 76 in Attachment A.
C201	Road Occupancy Permit	Agreed			Consent updated, see Condition 77 in Attachment A.
DURING CONSTRUCTION					
D165	Public Domain Works	Agreed			Condition already in consent, refer to Condition 113 in Attachment A.
D900	Public Domain Works – Street Lighting	Agreed			Consent updated, see Condition 114 in Attachment A.
PRIOR TO THE ISSUE OF AN OCCUPATION CERTIFICATE					
E900	Public Domain Works – Street Lighting	No issue with condition, however Subdivision DAs do not require an Occupation Certificate, further condition F900 already does the same thing in the correct section of the consent.	Delete.	Agreed - Delete. Condition to be included as part of 'Prior to Subdivision Certificate'	As agreed, condition not required.
PRIOR TO THE ISSUE OF A SUBDIVISION CERTIFICATE					
F900	Public Domain Works – Street Lighting	Agreed			Condition already in consent, refer to Condition 138 in Attachment A.
CONDITIONS RELATING TO USE					
G210	Car Parking Management	Delete Not typical for subdivision, particularly since roads with parking are dedicated as public road so condition is not required	Delete	Agreed - Delete	As agreed, condition not required.
G220	Loading Area	Delete There is no use of land relating to loading and unloading.	Delete	Agreed - Delete	As agreed, condition not required.
G230	Vehicle Access	Delete Condition is unnecessary, no use is proposed, individual dwelling DAs will be conditioned to leave their lots in a forward direction	Delete	Agreed - Delete	As agreed, condition not required.

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NON-STANDARD CONDITIONS					
	The applicant is to submit detailed design plans of the proposed road network for the development, including the following:				
	<p><u>Carriageway width</u> – the typical cross sections for Street A, Street B and Edge Street (see below) are to be reflected in the detailed design plan as proposed by the applicant:</p> <ul style="list-style-type: none"> Street A - typical cross section of 11.3m made up of 6.4m carriageway. Street B - East west Street. typical cross section of 8.0m made up of 5.6m carriageway. Edge Street – 6.1 carriageway. 	<p>Agreed if this Condition is for purpose of details already shown in the list of approved plans, in particular the Urban Design Report.</p> <ul style="list-style-type: none"> Refer to Street Type A on page 45 of Urban Design Report Refer to Street Type B on page 50 of Urban Design Report Refer to Edge Street on page 54 of Urban Design Report 	<p>Council to confirm intent of condition is to ensure detailed design civil plans will match approved Urban Design Plans?</p>	<p>Council confirms the intent of the condition is to ensure detailed design civil plans will match the approved Urban Design Plans.</p>	<p>Condition updated to include reference to Urban Design report, refer to Condition 59 in Attachment A.</p>
	<p><u>Intersection treatments</u> – the applicant is to provide intersection treatments as indicated below:</p> <ul style="list-style-type: none"> Roundabout or other appropriate treatment at the intersection of Road 01 and Road 13 and Road 02 and Road 16. Appropriate sign controls at other four-way intersections within the development site. Speed hump at every 100m spacing 	<p>Landcom agree to the provision of a roundabout at intersection of Road 1 and 13.</p> <p>Landcom does not agree to roundabout at intersection of Road 2 and 16, this situation is no different to the majority of Austral ILP. The traffic volumes do not warrant that degree of intersection control. E/W traffic will have priority with N/S roads managed by Give Way.</p> <p>Landcom agree to sign controls at four way intersections.</p> <p>Agree to installation of speed hump on stretches of Local Road</p>	<p>Delete requirement for roundabout at intersection of Road 2 and 16</p> <p><u>Intersection treatments</u> – the applicant is to provide intersection treatments as indicated below:</p> <ul style="list-style-type: none"> Roundabout or other appropriate treatment at the intersection of Road 01 and Road 13 and Road 02 and Road 16. Appropriate sign controls at other four-way intersections within the development site. Speed hump at every 100m spacing 	<p>Agreed – RAB not required to be installed at the intersection of Road 02 and 16. However, adequate provision of landscaping should be provided to enable the implementation of an RAB at a later stage, if/when required.</p> <p>This may require the applicant to undertake the design of an RAB, to indicate the impact on adjoining land parcels.</p>	<p>Condition updated to require only roundabout at Road 1 and Road 13 intersection, refer to Condition 59 in Attachment A.</p> <p>Landcom does not agree to the requirement to investigate the design for a future roundabout at the intersection of Road 2 and 16 given Council has confirmed it is not required.</p> <p>Landcom's Traffic and Transport Consultant has provided the following commentary regarding there being no warrant for the roundabout at this location:</p>

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		and Collector Roads where road lengths are in excess of 100m.			<ul style="list-style-type: none"> • This intersection was not identified in the Addendum Post-Exhibition Traffic Report (AECOM) that it needs to be upgraded to a roundabout or traffic signals. • This intersection was not identified in the Liverpool Contributions Plan 2014 Austral and Leppington North Precincts that it needs to be upgraded to a roundabout or traffic signals. • This intersection is at the junction of a local street and a shared street hence with relatively low volumes of local traffic, hence would not trigger the need of a roundabout or traffic signals. • Hence it would just be configured as a conventional give-way intersection, with give-way signs and linemarking on the northern and southern approaches of Road 06 and Road 16 respectively. • Refer to Attachment C for the signage and line

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					marking arrangements for the 'Give Way' management of this intersection.
	<u>On-street parking</u> - The design is to provide adequate on-street parking, in particular on Street A – Entry Street, Street B – East west WSUD spine, and the shared zone streets with housing development on both sides of the street. Adequate on-street car parking is to be provided on both sides of the streets fronting residential development including: Road Nos. 01, 02, 03, 04, 05, 06, 07, 08, 10, 12, 14, 15.	Landcom does not agree to the condition. 'Adequate' is not defined nor is there a DCP control that relates to what would be considered adequate. The Civil Plans and Urban Design Report already detail the number of carparking spaces to be provided within the public road reserves. If Council can be specific as to the requirement, Landcom can make an informed comment/agreement.	Delete or Council to be specific regarding parking requirement. AJ please refer to Attachment D that is an excerpt of the Civil Plans marked up to show location and number of parking spaces. Total of at least 79 carparking spaces provided on street.	'Adequate' refers to compliant in regards to AS2890 parking lengths. It also refers to placement of spaces to maximise parking opportunities without impacting sight visibility or access arrangements. Essentially the condition relates to providing as much parking provision as possible within the proposed road reserves, including within the currently proposed verges.	Condition not adopted. Council's position does not remedy situation that there is no scope to how many spaces will be required and continue to be a point of contention/unresolvable. Refer to Attachment D that provides an excerpt of the Civil Plans marked up to show location and number of parking spaces. Total of at least 79 carparking spaces provided on street.
	<u>Road link to the external road network</u> <ul style="list-style-type: none"> The intersection of Gurner Avenue and Edmondson Avenue needs upgrading to safely accommodate the traffic to be generated by the proposed Landcom development as well as the Crownlands development. Landcom need to upgrade the intersection to make it safe and operate efficiently. Landcom is to undertake design investigation of the intersection and submit to Council a design of the proposed intersection upgrade for review. 	Council's Contributions Plan funds the delivery of the intersection of Gurner Avenue and Edmondson Avenue Extension (IN6). Should Council deem it necessary to deliver this intersection, it can be progressed by Council (as of July 2022, Council has \$79M in unspent S7.11 in the CP). Should Council design and acquire the necessary land from the adjoining landowner (if required), Landcom would be willing to deliver the roundabout as part of the works provided they are reimbursed in cash (not credit) for	Delete, condition is unworkable AJ please refer to Attachment D demonstrating the location of this roundabout in Council's Contributions Plan 2014 – Austral and Leppington North Precincts, current funding value of the roundabout and Council's latest Contributions revenue balance.	It is noted and agreed that the works would be constructed by Council as part of the S7.11 contributions plan. Land Development Team raise no objection to a 'Works In Kind' agreement. Condition will need to be reworded such that: 'The RAB at the intersection of Gurner Avenue and Edmondson Avenue, identified in the S7.11	Council has noted the roundabout can/will be delivered under the CP. Refer to Attachment D re: location in CP and current funding balance in the CP, likely greater than what is stated. However, there is no justification provided by Council, other than a request to build the roundabout, that warrants the need for the roundabout as a consequence of this development alone.

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		the works. As stated in Council's comment, the requirement for the roundabout is not solely attributable to Landcom's development.		<p>Contributions Plan, is preferred to be delivered by Landcom prior to issue of the SWC.</p> <p>Council will contribute a maximum of \$242,935.00 (The current budget allocated in the S7.11 Scheme) so that landcom can undertake the works on Council's Behalf.</p> <p>The developer will be required to enter into a 'Works in Kind' agreement with Council's S.7.11 Contributions Team prior to the works proceeding.</p> <p>All Detailed Design Drawings and Signage and Line marking plans will need to be amended to reflect the inclusion of the RAB and must be approved by the relevant sections in Council, prior to works commencing.</p>	<p>Landcom has discretion to choose whether they will pursue a WIK or not, noting that Council may require additional road acquisition by Council that Landcom will be not be party to, nor can the development be held up for this. The roundabout does not form part of the works in the DA and would need separate approval. Further still, the way the condition was drafted would require the roundabout to be delivered before the Subdivision Works Certificate is issued and is not acceptable.</p> <p>Amendment made to Council's revised condition to give Landcom discretion to pursue delivery of roundabout via WIK. Refer to Condition 59 in Attachment A.</p>
	<ul style="list-style-type: none"> The existing half road Edmondson Avenue will not be able to accommodate two-way traffic movements safely when vehicles are parked on the road. Landcom is to prepare a no-parking scheme along both sides of the half road Edmondson Avenue between Lapwing and Swampen Street. As part of this process the 	<p>Landcom do not agree to the imposition of the requirement for community consultation unless Council confirms that regardless of outcome of Community Consultation.</p> <p>DA-1164/2015 approved Traffic Impact Assessment noted this stretch of road was to operate as a two way road without parking</p>	<p>Council to confirm approval of temporary parking regime regardless of outcome of Community Consultation, noting compromised compliance with Bushfire Safety Authority that applies to this section of Edmondson Avenue.</p>	<p>Council confirms that regardless of outcome of the consultation, the parking management strategy will need to be implemented, in accordance with any approvals issued by the Liverpool Traffic Committee.</p>	<p>Landcom can agree subject to the limit of consultation being confirmed (i.e. notice being provided to landowners, 14 days to comment then summary report to Council to accompany the LTC application at Subdivision Works Certificate stage.</p>

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	applicant is to undertake community consultation and have the matter approved by the Liverpool Local Traffic Committee.	<p>obstruction. Further Council's lack of signage compromises the terms of the Bushfire Safety Authority issued for DA-1164/2015 that requires this road to have a minimum carriageway width of 5.5m, clear of parking.</p> <p>In this regard, Landcom can agree to notify the landowners in the approved subdivision of the change to temporary parking arrangements (until the adjoining development is completed) however is contingent on Council issuing approval for the temporary parking configuration.</p>			Amendment to condition provided to reflect the above. Refer to Condition 59 in Attachment A.
	<ul style="list-style-type: none"> The development is to include the construction of the northern road (northern extension of Edmondson Avenue through their site) leading into Lot 10 Gurner Avenue, Austral up to the property boundary as shown in the ILP. 	<p>Regarding the construction of the northern section of the Collector Road, the road serves no purpose for the proposed subdivision.</p> <p>Landcom however would agree to the registration of an easement for access, at the completion of Stage 2 of the proposed subdivision (stage 1 creates residue lots only) to benefit the adjoining land and provide them access to build the collector road.</p> <p>Landcom do not have an objection to providing consent to the adjoining landowner to construct the remaining section of the collector road as part of their future development of Lot 10 in DP 771080.</p>	<p>Council to confirm acceptance of revised approach. Replace condition with the following Condition.</p> <p>An easement for access, 20m wide, aligned to the location of the Collector Road in the Austral Indicative Layout Plan, connecting the extension of Edmondson Avenue (Road No. 1) through the site is be registered to the northern boundary. The easement is required to facilitate access and construction over this part of the site by the adjoining land owner. The easement is to benefit adjoining Lot 10 in DP 771080 and to burden part of Lot 184</p>	<p>All Developers are required to construct all ILP roads within their boundaries, in their entirety, and right up to their boundary lines.</p> <p>If this isn't the case, the neighbouring land owner is then burdened by the requirement to construct additional roads that they would not normally be obliged to and should not have to intrude into adjoining properties to gain access to their lots, in this instance by approximately 140m.</p> <p>This could potentially raise other matters such as legal</p>	<p>Landcom do not accept the condition as there continues to be no nexus to the development to deliver this length of road.</p> <p>Landcom can agree to the requirement to register an easement for public access that will allow the developer to the norther to complete the road as and when is required. OSL can also agree to provide Council with an MOU that states they have no objection either to transfer the area of the easement to the adjoining landowner (if required) or alternatively provide owners consent for the construction</p>

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			in DP 1237400. Liverpool City Council is to be identified as the body to vary, modify or release the easement.	issues and technical engineering concerns. Therefore, Landcom will still be required to construct the ILP Collector Road, in it's entirety and up to the boundary of the site.	of the road over this part of the land and its future dedication.
	<u>Shared zones</u> – subject to approval by TfNSW, the shared zones need to have appropriate signage and be capable of self-enforcing.	Agreed			Condition already in consent, refer to Condition 22 in Attachment A.
	<u>Signs and line marking scheme</u> <ul style="list-style-type: none"> Landcom needs to prepare and submit to Council a signs and line marking plan for the whole site with particular attention to the detail required on the one-way and shared zone arrangements within the site. 	Agreed			Generally condition already established to require this. Refer to amended Condition 21 in Attachment A that covers this requirement.
	<p>1. The applicant is to undertake Community Consultation with respect to removal of parking along both sides of Edmondson Avenue, between Lapwing Road and Gurner Avenue, to ensure unimpeded two-way traffic flow. Subject to the outcome of the consultation, the applicant is to submit and have approved a signage and line marking plan which addresses the appropriate signage.</p> <p>Reason: Whilst the SIDRA data identified appropriate gaps for</p>	<p>Landcom do not agree to the imposition of the requirement for community consultation unless Council confirms that regardless of outcome of Community Consultation.</p> <p>DA-1164/2015 approved Traffic Impact Assessment noted this stretch of road was to operate as a two way road without parking obstruction. Further Council's lack of signage compromises the terms of the Bushfire Safety Authority issued for DA-1164/2015 that</p>	Council to confirm approval of temporary parking regime regardless of outcome of Community Consultation, noting compromised compliance with Bushfire Safety Authority that applies to this section of Edmondson Avenue.	Council confirms that regardless of outcome of the consultation, the parking management strategy will need to be implemented, in accordance with any approvals issued by the Liverpool Traffic Committee.	Amendment to condition provided to reflect the above. Refer to Condition 59 in Attachment A.

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	vehicles to pass one another along this section of Edmondson Avenue, the volume of traffic exiting Edmondson Avenue at Gurner Avenue is deemed significant. In the event there is a vehicle parked along Edmondson Avenue, queueing on Edmondson Avenue on approach to Gurner Avenue will effectively block any access into the street.	<p>requires this road to have a minimum carriageway width of 5.5m, clear of parking.</p> <p>In this regard, Landcom can agree to notify the landowners in the approved subdivision of the change to temporary parking arrangements (until the adjoining development is completed) however is contingent on Council issuing approval for the temporary parking configuration.</p>			