

29 May 2024

Robert Micallef
Liverpool City Council
G/F, 33 Moore Street
Liverpool NSW 2170

Dear Robert

DA-83/2023 Edmondson Park Precinct 3, RESPONSE TO REQUEST FOR INFORMATION

Landcom has submitted a Development Application (DA) for a residential subdivision for the construction of 250 residential dwellings at the corner of Campbelltown Road, Zouch Road and Macdonald Road, Edmondson Park (also referred to as Lot 5 DP 1272931 and the site).

Liverpool City Council has undertaken an assessment of the DA (DA-83/2023) and associated specialist reports and has requested additional information to be supplied to Council to support the DA.

This letter provides a response to the traffic matters raised by Council in further Request for Information (RFI) letters dated 7 March 2024 and 2 February 2024.

Traffic matters raised by Council on 7 March 2024

Proponent responses

Macdonald Road and General Boulevard Traffic lights


11. Should TfNSW support the signalization of the intersection of Road 1 / Macdonald Road and General Boulevard, the applicant will be required to contribute one half of the cost of the future implementation of the traffic signal at the intersection. Hence, a formal offer into a VPA is required before the DA is approved.

- Under MOD 4, the intersection of Macdonald Road and General Boulevard was approved as a new signalised intersection.
- However, it is acknowledged in the Ason TIA that traffic signals warrants cannot be met based on forecast traffic and pedestrian conditions of the proposed crossing locations, with the full delivery of Precinct 3 in the short and medium-term.
- Hence, the approved signalised intersection at this location cannot be delivered as part of Precinct 3 and a priority intersection has been designed at this location.
- Landcom acknowledges that traffic signals could be warranted in the longer-term with the additional background traffic growth along Macdonald Road as well as other development traffic associated with the delivery of the remainder of the Edmondson Park town centre such as further residential yields, the retail centre as well as future schools.
- Based on 2036 traffic forecasts as extracted from the MOD 12 Ason traffic report (which takes into account of the latest development of Edmondson Park town centre including future schools), it is likely that signals warrants could be met by 2036. Precinct 3 traffic is approximately 6% of total traffic using the intersection of Macdonald Road and General Boulevard. Hence Landcom should only contribute a small proportion of cost of the future implementation of the traffic signal at the intersection.

Intersection	Approach	Turn	AM				PM			
			2026		2036		2026		2036	
			S1	S3	S1	S3	S1	S3	S1	S3
MacDonald Rd / General Blvd	MacDonald Rd (N)	R	4	7	7	6	18	17	18	12
		T	463	615	630	633	712	782	797	648
		L	106	309	85	276	141	196	147	153
	General Blvd (E)	R	12	9	15	38	30	7	27	31
		T	9	10	9	6	17	11	9	10
		L	136	147	41	25	179	35	98	173
	MacDonald Rd (S)	R	34	118	66	56	82	53	85	35
		T	854	799	764	806	690	751	727	647
		L	12	13	10	13	44	54	56	49
	General Blvd (W)	R	23	12	16	34	1	6	12	11
		T	42	47	48	26	11	4	3	5
		L	17	15	14	9	4	3	4	4

Traffic matters raised by Council on 2 February 2024	Proponent responses
<i>Zouch Road</i>	
<p>19. Council considers the intersection of Zouch Road and Road 7 intersection may require a roundabout given the expected traffic that is likely to use it. If the applicant contests this, they need to submit documentation including road safety audit to justify that.</p>	<ul style="list-style-type: none"> – Zouch Road is considered as a minor (secondary) access to Precinct 3 as Zouch Road meets Campbelltown Road as a priority intersection, whereas Macdonald Road is the primary access to Precinct 3 where it meets Campbelltown Road as a set of traffic signals and its proximity to the town centre. – The traffic distribution pattern adopted in the Ason TIA, suggested only 2% of traffic is heading to / from the west and the majority of this traffic will still be using the Macdonald Road access to access Precinct 3. Hence the traffic increase at the intersection of Zouch Road and Road 7 is expected to be negligible (less than 10 veh/hr) and this intersection will continue to operate at LoS A or B during the peak hours as a priority intersection. No upgrade is required to cater for the expected traffic increase at this location. – Sight distance and safety review undertaken by IDC (as shown in Appendix A) confirms that sight distance complies with <i>Austroads Guide to Road Design Part 4A and AS2890.1: 2004</i> at the intersection of Zouch Road and Road 7 for both approaching traffic and traffic waiting to enter Zouch Road. – A road safety audit is typically not required at the DA stage and will be undertaken during the refinements of the road design in later design stages including detailed design stage. – Hence, there is no justification for the requirements to upgrade the intersection of Zouch Road and Road 7 to a roundabout from a traffic capacity and safety perspective.
<p>20. Zouch Road needs to be redeveloped between Campbelltown Road and Road 7 including footpath by the applicant as part of the development considering the additional traffic it will carry as a result of the development.</p>	<ul style="list-style-type: none"> – Zouch Road is considered as a minor (secondary) access to Precinct 3 as Zouch Road meets Campbelltown Road as a priority intersection, whereas Macdonald Road is the primary access to Precinct 3 where it meets Campbelltown Road as a set of traffic signals and its proximity to the town centre. – The traffic distribution pattern adopted in the Ason TIA, suggested only 2% of traffic is heading to / from the west and the majority of these traffic will still be using the Macdonald Road access to access Precinct 3. – There will be further traffic reduction along Zouch Road if a LILLO treatment is implemented at the intersection with Campbelltown Road. – There are also no development proposed as part of Precinct 3 that fronts Zouch Road and there is no major destinations for pedestrians to access towards the west via Zouch Road. – Hence, there is no justification for the requirements to upgrade Zouch Road redeveloped between Campbelltown Road and Road 7 including footpath by Landcom as a result of Precinct 3. Any pedestrian/cycle facilities adjacent the proposed park should be considered as part of the design solution for that park.

Yours sincerely



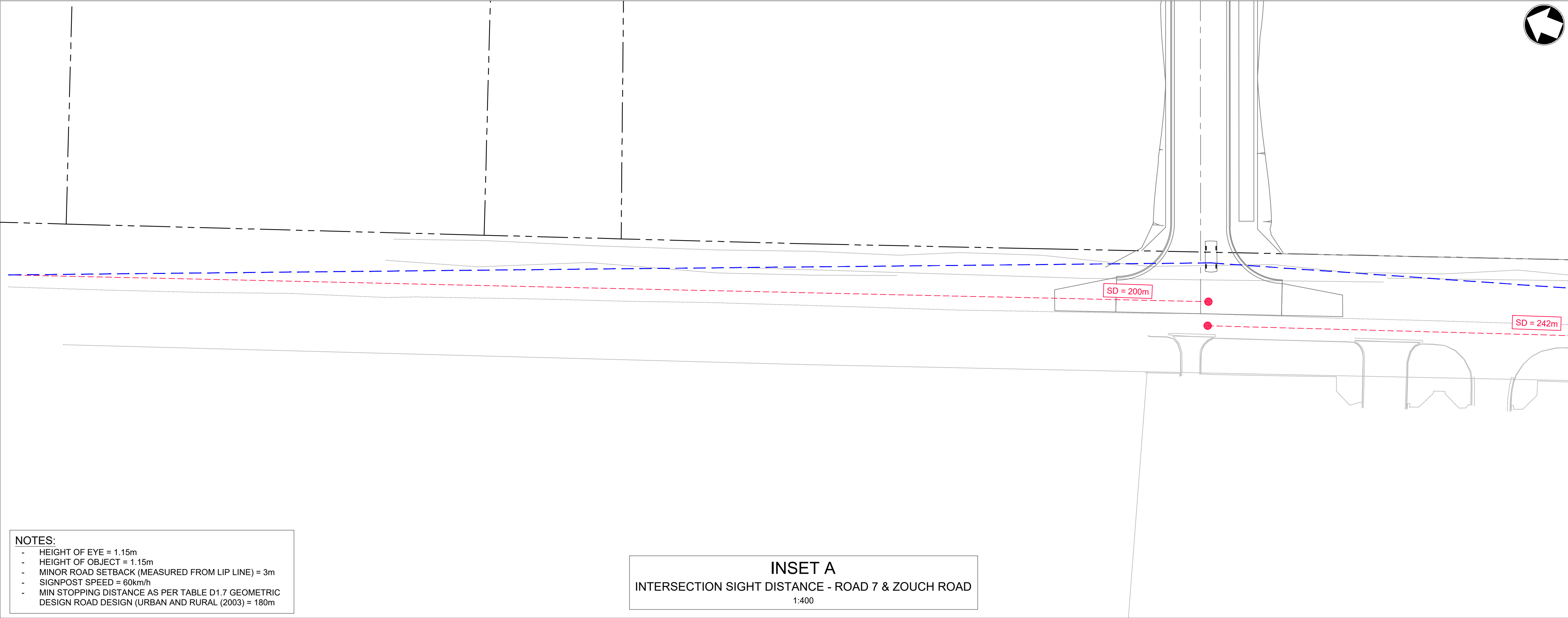
Andy Yung

Director

andy.yung@sctconsulting.com.au

0468 862 482 | (02) 9060 7222

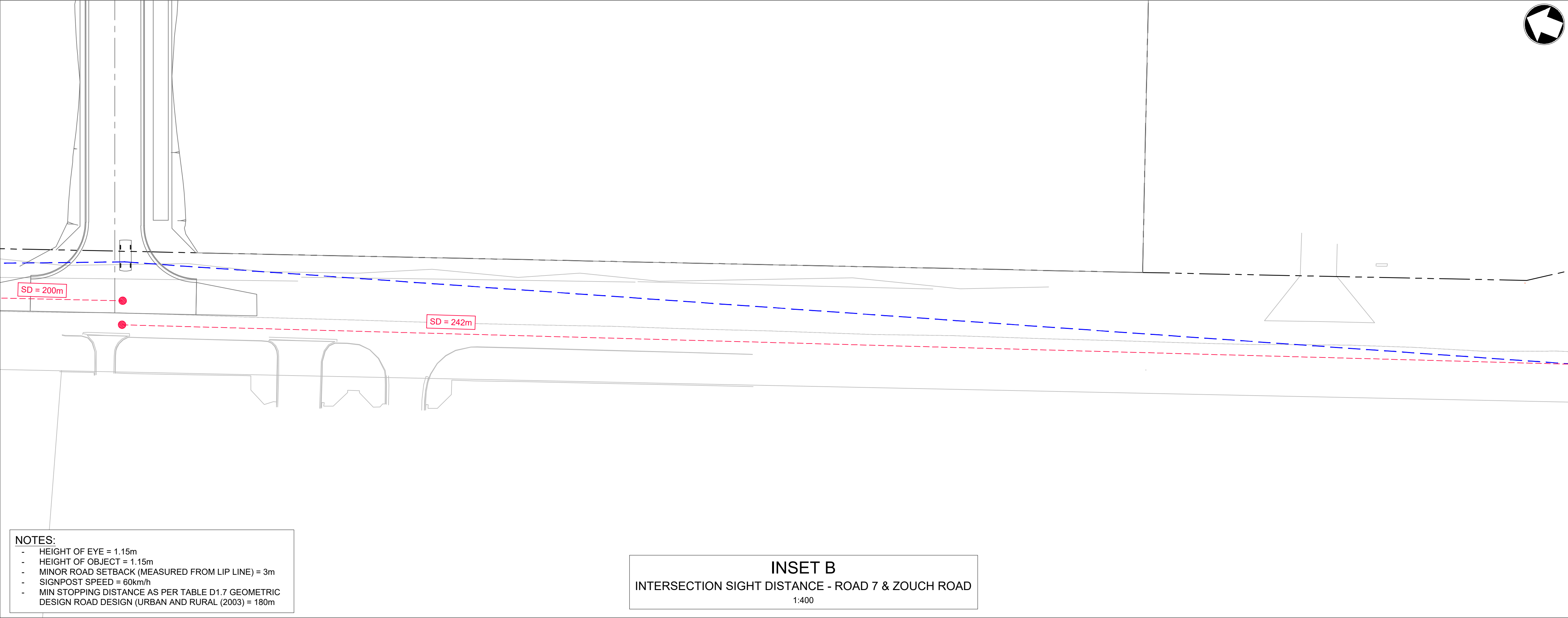
Suite 4.03, Level 4, 157 Walker Street, North Sydney NSW 2060



NOTES:

- HEIGHT OF EYE = 1.15m
- HEIGHT OF OBJECT = 1.15m
- MINOR ROAD SETBACK (MEASURED FROM LIP LINE) = 3m
- SIGNPOST SPEED = 60km/h
- MIN STOPPING DISTANCE AS PER TABLE D1.7 GEOMETRIC DESIGN ROAD DESIGN (URBAN AND RURAL (2003) = 180m

INSET A
INTERSECTION SIGHT DISTANCE - ROAD 7 & ZOUC ROAD
1:400



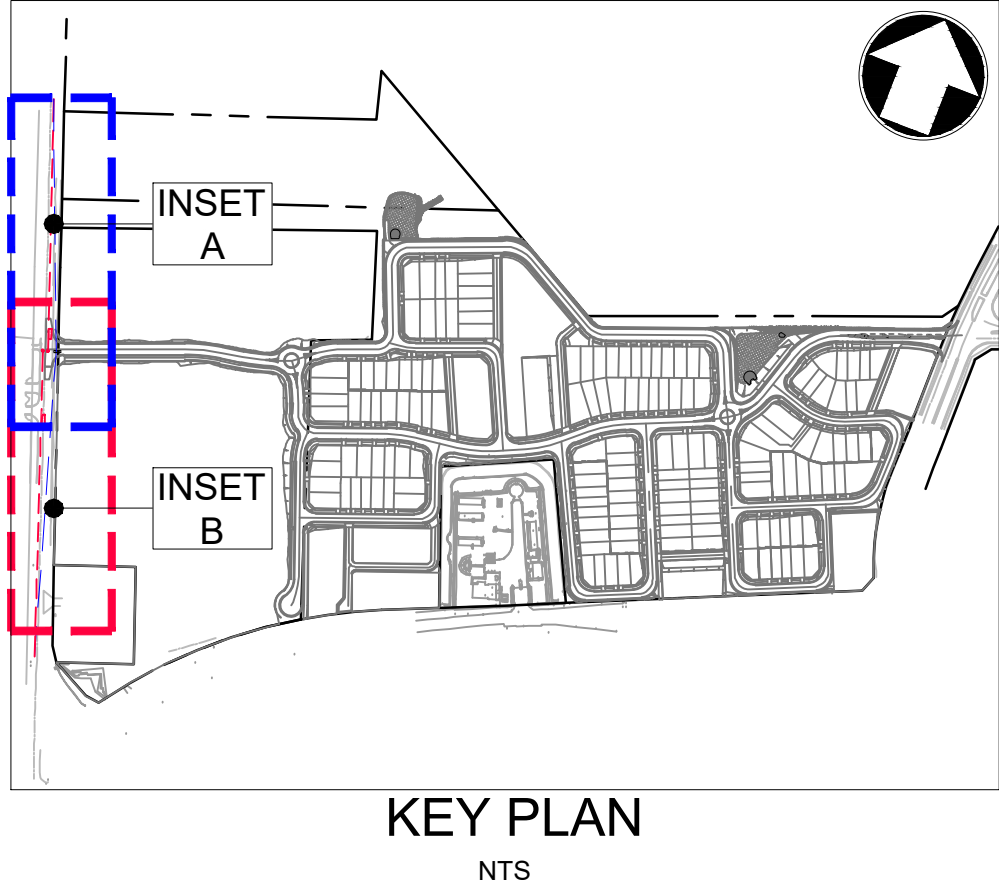
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INSET B
INTERSECTION SIGHT DISTANCE - ROAD 7 & ZOUC ROAD
1:400

LEGEND

- VISUAL OBSTRUCTION (PARKED CAR)
- CONFLICT POINT
- SIGHT LINES
- STOPPING DISTANCE



KEY PLAN				
NTS				
A	13.02.24	ISSUED FOR INFORMATION	GAP	CJA
Rev	Date	Description	Drawn	Appr

infrastructure & development consulting
Suite 414, 410 Elizabeth Street
Surry Hill, NSW 2010
e admin@idcaus.com
w www.idcaus.com

PROJECT
LANDCOM
EDMONDSON PARK PRECINCT 3
LOT 5 DP1272931
CAMPBELLTOWN ROAD

DRAWING TITLE
SIGHT DISTANCE LAYOUT PLAN
SHEET 1

SCALE	1:400	STATUS	DA
DRAWING NO.	22-514-SK-C010	REV	A