

27 March 2020

Our Reference: SYD20/00015/02  
Council Ref: DA19/0875

Kathryn Saunders  
Penrith City Council  
PO Box 60  
PENRITH NSW 2751

Dear Ms. Saunders

**ADDITIONAL INFORMATION - PROPOSED CHANGE OF USE OF PART OF GOLF COURSE TO CEMETERY INCLUDING ALTERATIONS, ADDITIONS AND CHANGES TO/NEW ACCESS FROM PARK ROAD – 13-15 PARK ROAD, WALLACIA**

Reference is made to Council's correspondence dated 26 February 2020 with regard to the abovementioned Development Application, which was referred to Transport for NSW (TfNSW) in accordance with *Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW has reviewed the submitted response to TfNSW letter dated 22 January 2020 and provides the following comments to Council:

- TfNSW response to the TTPP comments to "*TfNSW Attachment A – design comments*" are provided in **Attachment A - response to TTPP comments dated 14 February 2020**.
- TfNSW has previously dedicated a strip of land as road along the Park Road frontage of the subject property, as shown by grey colour on the attached Aerials – "X" and "Y"

TfNSW has also previously acquired a strip of land for road along the Mulgoa Road frontage of the subject property, as shown by blue colour on the attached Aerial – "Z"

The subject property (Lot 2 DP1108408) is further affected by a Road Widening Order under Section 25 of the Roads Act, 1993 as published in Government Gazette No.112, 20th October 1967; Folio 3854, as shown by pink colour on the attached Aerials - "X" and "Y" and DP227202.

*Please note that your subject referral to TfNSW does not cover property responses for the Outer Sydney Orbital (OSO) proposal. Therefore you may wish to make a further referral to the Outer Sydney Orbital (OSO) project team via [corridors@transport.nsw.gov.au](mailto:corridors@transport.nsw.gov.au).*

Therefore, the application is to be modified with the abovementioned requirements (inclusive of Attachment A) and submitted to TfNSW for review prior to the determination of the application. Upon receipt of the information TfNSW will undertake an assessment and provide a response accordingly.

If you have any further questions, Laura van Putten, Land Use Planner at TfNSW, would be pleased to take your call on (02) 8849 2480 or please email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pahee'.

**Pahee Rathan**  
Senior Land Use Assessment Coordinator

## **Attachment A – response to TTPP comments dated 14 February 2020**

1. ***Swept path movements of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as maneuverability through the site, are to be provided and shall be in accordance with AUSTROADS.***

The provided turn paths for an 8.8m vehicle provided are acceptable. Consideration should be given to larger vehicles (as a checking vehicle) for during construction it is likely 19m semi-trailers will be accessing the sites.

In addition the swept paths on Figure 9 depict a vehicle accessing/egressing the driveway from the wrong side of the road.

Therefore TfNSW requests updated swept paths to be provided which include a 19m checking vehicle and the swept paths in Figure 9 are to be flipped to the correct side of the road.

2. ***Sight distances from the proposed vehicular crossings to vehicles on Park Road are to be in accordance with the Austroads Guide to Road Design: Part 4A: Unsignalised and Signalised Intersections (Section 3 – Sight Distance) and AS 2890. Vegetation and proposed landscaping/fencing must not hinder sight lines to and from the vehicular crossings to motorists, pedestrians and cyclists. It is noted that the current driveway design does not appear to comply with the sight distance requirements.***

The sight distance checks provided for Safe Intersection Sight Distance (SISD) are deemed satisfactory.

3. ***Further details on Entrance A and C are provided below:***

- a. **Entrance A- Nepean Gardens**

- i. ***There is a 60 to 80km/h change in speed limit in the same location as the proposed CHR. Vehicles will either be decelerating from 80 to 60km/h (design speed 90 to 70) or accelerating from 60 to 80km/h and this may influence a drivers ability to select a gap to turn into or out of the new entrance. Consideration should be made to relocating the entrance away from the speed limit change.***

In NSW, TfNSW is responsible for the setting and signposting of safe and appropriate speed limits in accordance with the NSW Speed Zoning Guidelines.

TfNSW would support the speed zone change being shifted eastwards to increase safety at the intersection. TfNSW requires that the applicant provides a separate signage plan (inclusive of dimensions) for the speed zone signage, indicating where the sign is proposed to be moved towards, for TfNSW to provide approval, pending determination of this development.

However the right turn bay design is still required to be designed for an 80km/h design speed.

- ii. There is a crest-curve combination immediately to the west of the proposed CHR location. Sight distance will need to be assessed for vehicles exiting the development to ensure compliance. If sight distance isn't met, the access may need to be moved/mitigation measures implemented. The applicant is to show sight distance calculations around the bend.**

As per the abovementioned comment 2, the SISD has been checked for the intersection and is deemed satisfactory.

However to further improve safety, TfNSW preference would be to move the intersection further to the east i.e. further away from the crest/curve combination. Therefore TfNSW requests plans to be updated to show this option.

- iii. The horizontal alignment at the tie-ins is poor- it needs to be reviewed and redesigned to comply with Austroads guidelines. The current tie-ins shown will not be accepted.**

The tie-ins provided are improved from the previous submission. However more refinement will be required with detailed civil plans, pending determination of this development.

- iv. There are no shoulders on the northern side of Park Road. This means there is no room for left turning vehicles to decelerate into the access on road pavement. In this regard a left turn deceleration lane is to be provided.**

Noted that the shoulders have now been provided.

**b. Entrance C- Wallacia Country Club**

- i. The CHR is extremely short which does not comply with Austroads Guidelines.**

The updated CHR treatment provided is a compliant design and is acceptable, however it is noted that this conflicts with Driver Avenue. Therefore a "No Right Turn" ban will need to be implemented for vehicles turning right out of Driver Avenue onto Park Road.

The applicant will be required to undertake consultation with affected residents and TfNSW Network & Safety Section Brana Ravichelvan at [brana.ravichelvan@transport.nsw.gov.au](mailto:brana.ravichelvan@transport.nsw.gov.au) about this movement restriction, pending determination of this development.

- ii. The horizontal alignment at the tie-ins is poor and is to be redesigned to comply with Austroads guidelines. The current tie-ins shown will not be accepted.**

The tie-ins provided are improved from the previous submission. However more refinement will be required with detailed civil plans, pending determination of this development.

- iii. In addition to the above the proposal appears to utilise the existing shoulder, TfNSW would not support the removal of the shoulder.**

To provide the shoulder, widening is proposed to be adjacent to the club i.e northern side of the road. There are a number of large electricity poles behind the existing kerb which may influence where the widening is proposed. There is currently a wide road reserve on the southern side of the road which could be utilised, subject to a satisfactory design being produced. Therefore TfNSW requests plans to be updated to show this option.

- iv. The pedestrian refuge is located directly to the west of the entrance. Swept paths (of the largest vehicle) are to be provided which show that a vehicle can complete the turn into the westbound lane and stop at the refuge should a pedestrian already be crossing the road.**

Noted, updated swept paths indicate a vehicle is able to complete the turn prior to the pedestrian refuge.

“X”







