

28 May 2021

TfNSW Reference: SYD20/00933/04  
Council Reference: DA20/0262

Kathryn Saunders  
Penrith City Council  
PO Box 60  
PENRITH NSW 2751

Dear Ms Saunders

**DEVELOPMENT APPLICATION - FOR RESOURCE RECOVERY FACILITY - 344 PARK ROAD - WALLACIA**

Reference is made to Council's referral dated 6 May 2021 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 documentation including a letter by *Stanbury Traffic Planning* dated 10 May 2021 in response to TfNSW previous correspondence dated 3 December 2020. Based on the information provided TfNSW would provide support under Section 138 of the *Roads Act 1993* for the Development application, subject to Council's approval and the following requirements being included in the development consent:

1. TfNSW notes that a Basic Right and left turn treatment (BAR and BAL) are being proposed for the access to the development. TfNSW does not support the proposed BAL treatment, however would support a rural auxiliary left turn treatment (AUL).

The intended use for the site will generate heavy vehicle movements. With the access located on a downhill gradient, with one lane for through traffic and a speed limit of 80km/h, a formalized left turn auxiliary lane will be required to adequately remove slowing vehicles from the through traffic. In this regard the design is to be updated to include an AUL treatment.

2. The proposed driveway access, shoulder widening and left turn auxiliary lane along Park Road shall be designed to meet TfNSW requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works. Please send all documentation to [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

The developer is required to enter into a Works Authorisation Deed (WAD) for the abovementioned works.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

3. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
4. The largest vehicle to access the site is to be restricted to 19 metres.
5. All vehicles are to enter and leave the site in a forward direction.
6. All vehicles are to be wholly contained on site before being required to stop.
7. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.

8. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Park Road during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.
9. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.
10. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Park Road.
11. 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.

The analysis is to include vehicles exiting from 353-361 Park Road Driveway.

In addition to the above, TfNSW provides the following advisory comments to Council for consideration in its determination of the development application:

12. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage. Parking Restrictions may be required to maintain the required sight distances at the driveway.

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



**Pahee Rathan**

Senior Land Use Assessment Coordinator