

The Director  
Metropolitan and Regional Projects North  
The Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attention: Ben Eveleigh

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR WET 'N' WILD SYDNEY  
RESERVOIR ROAD, PROSPECT**

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Dear Sir/Madam,

Reference is made to your correspondence dated 18 February 2011, concerning the abovementioned development application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

The RTA (including the Sydney Regional Development Advisory Committee) has reviewed the Major Project application and has the following comments requiring further information to be submitted to the RTA and includes advice for the Department of Planning to aid in its determination of the application:

**RTA Property**

1. Access is denied across the northern boundary of the subject property to the M4 Western Motorway.

**Traffic Distribution**

2. The proposed traffic distribution detailed in Figure 14 does not align with the directional signage plans directing all traffic travelling along M4 to exit via the Prospect Highway. The RTA seeks clarification of the predicted distribution of traffic used in the assessment.

**Intersection Analysis**

3. Boral, the developers of the former Greystanes Quarry and the constructor of Reconciliation Road, has advised the RTA that Reconciliation Road is expected to open to through traffic in early 2012 which will substantially alter background traffic conditions at the time the development is operational.

**Roads and Traffic Authority**

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The submitted aaSIDRA modelling for the intersections of Reconciliation Road/Reservoir Road/Prospect Highway; Reservoir Road/ site access road/ and Reservoir Road/M4 on and off ramps need to be updated to reflect this.

The modelling needs to be carried out for the periods of peak traffic activity at each intersection. For the site access, this means during the site's peak activity hour (not the shoulder period), and for the other two intersections, during the peak background traffic hour (which is the development's shoulder period). Modelling is required for years 2012 and 2022 and for both weekday and weekend periods.

The RTA requires that an electronic copy of this modelling be submitted to the RTA and Blacktown Council for further review and comment. The modelling will allow an analysis of the proposed intersections to be completed to determine whether the proposed intersection types, layouts and bay lengths etc are suitable.

The RTA will supply forecast traffic volumes on Reconciliation Road for the years 2012 and 2022 to assist this process.

It should be noted that under section 87 of the Roads Act 1993, the RTA is the consent authority for the construction, erection, installation, maintenance, repair, removal or replacement of traffic control signals.

#### **Site Access Intersection Design**

5. Turn paths shall be submitted of a 14.5 metre coach turning from the proposed right turn bay into the site.
6. Bus bays shall be provided on both departure sides of the proposed intersection at Reservoir Road for local bus services, unless written advice is obtained from the local bus operator and Transport NSW that buses will be entering the site and that proposed bus access arrangements are satisfactory.

Bus bays, wherever located, shall be equipped with crowd control fencing, shelters and sufficient safe storage for queuing patrons. They need to be connected via a well lit, safe path to the attractions entrance.

7. Consideration shall be given to an additional left turn exit only access on Reservoir Road east of the proposed traffic control signals. This additional access may reduce the pressure on the traffic control signals and would allow for vehicles to wait for appropriate gaps to exit onto Reservoir Road.
8. The RTA requires clarification on the location and number of staff car parking spaces.

#### **Service entry**

9. Further information is required regarding number and frequency of service vehicles entering Watch House Road. The Gold Coast Wet 'n' Wild service operations should be used as a guide. This information is required to determine an appropriate intersection type for the intersection of Watch House Road and Reservoir Road.

## Pedestrian and Bicycle

11. The RTA does not concur with the treatment of pedestrians and cyclists in the assessment. Wet 'n' Wild will attract many people from the local area from all directions, many of whom are expected to walk and cycle there. Considerable efforts are underway in surrounding suburbs to improve pedestrian and cycle connections in all directions.

A shared pedestrian and cycle path along Reservoir Road shall be provided between the attraction's entrance and pathway alongside Reconciliation Road, and shall be designed to the satisfaction of Blacktown Council.

12. Appropriate crossings for cyclists and pedestrians across Reservoir Road onto the existing bicycle routes through Prospect Picnic grounds and into Picrite Close opposite the site shall be provided to the satisfaction of Blacktown and Holroyd Councils (as appropriate) to link with existing bicycle paths to the south and west. These could take the form of a bicycle crossing at the potentially signalised junction of Reservoir Road and Reconciliation Road, with a path connecting back to the existing bicycle routes on the southern side of Reservoir Road.
13. The RTA requires a re-assessment of the number, type and location of bicycle parking spaces.

## Signage


14. The proposed signage layout shall be forwarded to the Tourist Attraction Signposting Assessment Committee (TASAC) for assessment, once an application is deemed eligible by TASAC the RTA will assess and determine the design and location of signs.

Note: The RTA designs signs in accordance with the 'Tourist Signposting' policy (available on the RTA's website). Information about TASAC is also available on the NSW Tourism website.

15. All works associated with the proposal shall be at no cost to the RTA.

Should you require any further clarification in relation to this matter, please call the contact officer named at the top of this letter.

Yours faithfully

  
(for Chris Goudanas)  
John Hart  
Transport Planning Manager

28th March 2011