

Meeting: Liverpool City Centre Planning Proposal – Amendment 63 (Middleton Grange)

Date: 27 February 2017

Time: 10:00 – 11:30 am

Venue: RMS Parramatta Office (Lv9, 27-31 Argyle Street, Parramatta)

ATTENDEES

RMS - James Hall (JH) and Tricia Zapanta (TZ)

Liverpool City Council - Charles Wiafe (CW), Ash Chand (AC), Amy Van Den Nieuwenhof (AVDN), Stella Qu (SQ)

Manta Group - Rene Licata (RL), Hany Souman (HS), Obaida Al Hassan (OAH), Kye Sanderson (KS) – APP Corp, Vince Doan (VD) – Traffix.

APOLOGIES:

Mark Ozinga	Principal Manager, Land Use, TfNSW
Mark Brendan Pegg	TfNSW

AGENDA:

Meeting request by Liverpool Council to discuss the issues that TfNSW and RMS raised in their responses to the Middleton Grange Town Centre LLEP 2008 amendment, in particular the requirements for a revised Traffic Study to be carried out.

Item	Discussion	Meeting minutes
Introduction	<p>CW provided an overview of planning proposal and advised that RMS and TfNSW require a meeting as part of their responses to the proposal. The meeting is to discuss the draft traffic reports and any additional requirements to be included.</p> <p>RL discussed the potential future link road under M7. CW advised that the link road will require M7/RMS approval. Council will continue conversation with M7 and RMS. The link road will require a grade separation for cycleway and need a 100 m long cycle bridge at a cost of approximately 3M. Further advice on the link road will be provide the developer.</p>	
Trip generation rate	<p>CW advised that RMS/TfNSW has raised issue with regard to trip generation rate used for residential development. The rate in the traffic report prepared by CBHK is 0.15 vehicle trip/hour in peak hour which is not acceptable as Middleton Grange has limited public transport. The rate can only be used for locations where are served by railway system.</p> <p>VD advised that the revised traffic reports use 0.29 vehicle trip/hour based on the trip generation specified <i>Guide to Traffic Generating Development</i>.</p> <p>CW suggested that 0.4 vehicle trip/hour is to be used given Middleton Grange has limited public transport service.</p> <p>RL advised that Manta Group is sending a letter to Minister for Transport requesting for additional bus services to the area. He also indicated that Manta Group would provide a shuttle bus service to Liverpool and Leppington areas, potentially to the new airport site in future.</p> <p>CW advised that Council will consider the rate of 0.29 if shuttle bus service is provided. The developer will be required to enter a VPA for the service. Otherwise, 0.4 is to be used for the proposal.</p> <p>JH also supported 0.4 vehicle trip/hour to be used in the report.</p>	<p>0.4 vehicle/hour trip generation rate is to be used in the report.</p> <p>0.29 vehicle/hour trip can be considered if shuttle bus or additional bus service is provided.</p>
Maximum development yields	<p>RL advised that the subject site is likely to have development yields as follows:</p> <ul style="list-style-type: none"> Approximately 20,000 m2 (Retail/Commercial); 2,500 m2 mix use (child care centre and 	<p>Cumulative impacts of future developments within Middleton Grange area are included in the report.</p> <p>The assessment will include</p>

	<p>medical centre);</p> <ul style="list-style-type: none"> Approximately 900 residential units; <p>AC indicated that the report should assess the maximum potential development yields on the subject site and adjacent lots such as Lot 1.</p> <p>SQ advised that the cumulative impacts of any future developments (including subject site) within Middleton Grange area need to be assessed in the report. It is one of RMS/TfNSW requirements. The information is also needed to support the proposed changes to road network in Council DCP as Middleton Drive is a major collector road to serve the area. Council needs traffic information for the assessment of revised road layout.</p> <p>Additional bus services need to be considered to serve the area.</p> <p>CW advises that 10 years background growth on state road network should be included in the assessment.</p> <p>JH advised that RMS can provide RMS EMME2/2026 data to assist the assessment.</p> <p>CW suggested that Traffix can discuss with SQ to identify potential future developments within the Middleton Grange area. The area is likely to be fully developed within 10 years.</p>	<p>existing traffic condition + subject development + other future developments within the area.</p> <p>The assessment needs to adopt the revised road layout.</p> <p>RMS is to provide 2026 EMME 2 modelling data.</p>
Traffic models	<p>JH indicated that AIMSUN model is required to assess cumulative impacts of developments. He acknowledged that the model can be an expensive and time consuming exercise.</p> <p>However, RMS will prefer AIMSUN model instead of manual traffic assignment. As it takes <u>time</u> to build <u>the</u> AIMSUN model, JH agreed that RMS raises no objection to public exhibition of planning proposal subject to AIMSUN model being used to assess traffic impacts in the revised report. The VPA is to be agreed to and completed prior to the gazettal of planning proposal.</p> <p>RL agreed <u>with</u> this approach.</p> <p>CW indicated that as shown in the preliminary Sidra modelling, road widening of Flynn Avenue to a 4-lane road is to be included in the VPA.</p> <p><u>JH asked if the VPA will include regional infrastructure works with CW confirming he would be happy to include this in the VPA</u></p>	<p>RMS raises no objection to the proposal being on public exhibition subject to AIMSUN mode being used to assess the cumulative impacts of subject development and other developments within Middleton Grange area.</p> <p>The VPA, <u>which includes local and regional transport infrastructure upgrades</u>, is to be agreed and completed prior to the gazettal of <u>the plan, planning proposal</u>.</p> <p><u>The VPA should include a staging plan with costs, timeline and trigger points and will also go on public exhibition</u></p> <p>RMS is to provide SCATS IDM</p>

	JH advised that he needs to confirm whether the widening of Cowpasture Rd is included in the EMME 2026 model and RMS future funding program or not. He can also provide SCATS IDM data to be used in AIMSUN model.	
<u>Next steps</u>	<u>It was agreed by all that the base case traffic model will be submitted to RMS for peer review, upon completion. Base case to include 2016 and 2026 (no development).</u>	

CLOSE

The meeting is finished at 11:30 am.