



Our ref: STH12/00085/60
Contact: Andrew Lissenden 4221 2769
Your ref: TRIM 6482

28 September 2018

Mark Ruddiman
Wollondilly Shire Council
BY EMAIL: council@wollondilly.nsw.gov.au

PICTON EAST PLANNING PROPOSAL – PUBLIC EXHIBITION OF PLANNING DOCUMENTS

Dear Mark

Roads and Maritime Services (RMS) refers to Council's letter dated 11 September 2018 regarding the public exhibition of the above planning documents.

RMS has reviewed the information provided focusing on the impact to the state/classified road network. RMS as a result of its assessment notes the following:

- For this planning proposal (PP) the key classified roads are Menangle Street which is identified as a state classified road and Argyle Street/Remembrance Drive which are identified as a regional classified road managed by Wollondilly Council; and
- Since previously providing comments the PP has been amended. The amended proposal allowing the subdivision of land to enable a yield of approximately 250 dwellings (a reduction from 400 dwellings as originally proposed).

Having regard for the above RMS advises that it has concerns with the PP as currently provided for comment. Specifically these concerns relate to the need for:

- A strategic/concept design for the new intersection at the Menangle Street access point; and
- Connectivity within/through the land affected by the PP and when it will be provided.

Attachment 1 to this letter provides further details on the above as well as some other general comments on the PP.

RMS requests that the finalisation of the PP be placed on hold until additional information that adequately addresses the issues above has been provided. This ensuring that the PP, if approved, has minimal impacts on the state classified road network and correctly reflects the works required to be provided by the developer as part of any future development applications lodged.

If you have any questions please contact Andrew Lissenden on 4221 2769.

Please ensure that any further email correspondence is sent to 'development.southern@rms.nsw.gov.au'.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Chris Millet', with a stylized flourish at the end.

Chris Millet
Manager Land Use
Southern Region

Cc: mark.ruddiman@wollondilly.nsw.gov.au

- Intersection Strategic/Concept Design: RMS from reviewing the traffic reports submitted (Traffic Impact Assessment (TIA) prepared by Cardno - Job Ref: NA50613047 R01 Ver C, dated 19/05/2015 and Addendum Technical Memorandum prepared by Cardno - Ref: NA50613407:CA, dated 26 July 2018) notes that minimal detail has been provided as part of the PP on the proposed intersection upgrade works at the sites access to Menangle Street/the state classified road. While RMS notes that both the above documents detail that the sites access via Menangle Street (identified as the primary site access) will require an upgrade to a priority controlled access with auxiliary /deceleration left turn lane and channelised right turn, RMS requires a greater level of detail in relation to the design of the proposed intersection upgrade works. This information is required so as to demonstrate that a compliant design can be constructed within land available/within the legally defined road reserve boundaries noting the location of the proposed intersection appears to have a number of constraints (i.e. existing infrastructure such as power poles, culverts, guardrail, etc) and to allow RMS to undertake a preliminary assessment of the works proposed. As such the strategic/concept design plans provided must address the following:

- *Level of Detail:* The concept design plans provided must be to scale and should include, but not be limited to, legal property boundaries (including the existing road reserve boundaries), existing and proposed lane configurations, existing and proposed lane widths at a number of locations along the length of the proposed works, lane lengths for the new works, details on new signage and line marking, identification of existing infrastructure (e.g. power poles), measures to ensure pedestrian connectivity along and across Menangle Street, etc.

The concept design provided must demonstrate:

- compliance with the applicable requirements in the *Austroads Guide to Road Design* and its associated supplements/technical directions; and
- that the works can be contained within the legally defined road reserve boundaries. The designs provided must be for a design speed of 70km/h (i.e. the posted speed limit + 10km/h). If the concept design shows works are required in adjoining land under separate ownership (excluding land within the legally defined road reserve), then owners consent from that property owner will be required;
- *Sight Distance:* Details are required that clearly demonstrate, that based on the concept design above, any new access to/from the Menangle Street would have safe intersection sight distance in accordance with *Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersection* for both cars and trucks. To demonstrate that appropriate sight distance is available, RMS requires a scaled concept plan showing the sight distance at the access. The plan needs to identify the proposed location of the access and the extent of any works proposed/required to achieve the required sight distance (i.e. 151m for cars based on a reaction time of 2.0 seconds and a design speed of 70km/h); and
- *Swept Path Analysis:* A Swept Path Analysis in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise the access can enter and exit in a forward direction without crossing the centre line of the road/impacting upon any proposed infrastructure into which it is accessing.
- Connectivity: RMS notes that the indicative road layout displayed in the PP documentation shows an internal road hierarchy that provides connectivity through the development site and ensures that all vehicles can enter and exit either through the Margret Street access or the Menangle Street access

(refer to Figure 3.2 of the Cardno TIA dated 19/05/2015). Limited details have however been provided as part of the PP on when the connectivity within/through the development site will be provided.

RMS believes, from a network perspective, that this connectivity for vehicles (cars, buses, etc) as well as for pedestrians and cyclists as part of any future development is important and must be provided as part of the first stage of any future land subdivision. Without this link/connectivity RMS has concerns that a number of local trips will need to be made via the Menangle Street and its associated intersections with Argyle Street which is considered inappropriate. The provision of internal connectivity also providing for a connected neighbourhood which is desirable and which it is noted the PP seeks to provide. As such, given that the submitted PP has not at this time provided any details on how the future subdivision of land will be staged, RMS believes that the internal collector road connection between Menangle Street and Margret Street is vital to minimise trips on the classified road network and as such must be provided as part of the first stage of future development.

- Other General Comments: RMS notes that that the PP seeks to identify the area to which it applies as an Urban Release Area (URA) under the *Wollondilly Local Environmental Plan 2011* (WLEP 2011). RMS supports the inclusion of the land as a URA and the need for any future development to address the provisions of Clause 6.1 (Arrangements for designated State Public infrastructure) of WLEP 2011.