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Our Reference: 76.5314.7 – Syd 10/00555
Contact: James Hall
Telephone: 8849 2047



The General Manager
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

Attention: Felicity Saunders

Menangle Park Draft Local Environmental Plan

Dear Ms Saunders,

Thank you for your letter of 12 July 2010 seeking the Roads and Traffic Authority's (RTA) comments on the Draft Local Environmental Plan (LEP) and Local Environmental Study associated with the planning and rezoning of the Menangle Park Urban Release Area.

The RTA is generally supportive of land releases consistent with the Metropolitan Strategy and in particular those in the Metropolitan Development Program subject to the site having been serviced with adequate infrastructure.

The RTA and Transport NSW (TNSW) have had recent discussions with Landcom regarding the rezoning of the subject site and associated traffic and transport implications. In particular, the recognition of the current capacity constraints in the existing transport network to cater for any further significant traffic generation without major enhancements to the network.

There are a number of issues that need to be better understood before a final response can be provided to Council. The RTA and TNSW would like to work with the Council and Landcom to better understand the transport infrastructure ramifications by seeking clarification to a number of questions relating to the proposal. In this regard the RTA and TNSW would like to meet with the proponent and Council in the first instance to seek an appropriate way forward. Broadly, we would like the opportunity to discuss the following issues:

- 1 Overall network improvements assumed into the future;
- 2 Understanding of the timing of the ultimate and staged network improvements required in conjunction with the approach of a staged lot release;
- 3 Determine costs to be apportioned to both development and the State (in accordance with State Government policies) and the scale of any special infrastructure contributions levy;
- 4 State requirements for infrastructure provision into the future; and,
- 5 Proposals for works-in-kind.

Roads and Traffic Authority

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Further explanation of the above points is contained in Attachment 1.

To organise the suggested meeting above, or if in the meantime you wish to discuss any of the above-mentioned issues any further, please contact me on (02) 8849 2047.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'J Hall', written in dark ink.

James Hall
A/Land Use Planning & Assessment Manager
Transport Planning, Sydney Region

10 September 2010

ATTACHMENT I

1. It is noted that the proposed Menangle Park Urban Release Area may generate up to approximately 6622 trips per hour during the peak periods (worst case scenario).

This level of traffic generation will require significant road and transport infrastructure upgrades, which would probably include (but not necessarily limited to) widening Menangle Road from the proposed urban release into Macarthur, upgrade of existing intersections in Macarthur & Campbelltown, and new ramps to the F5 directly adjacent the proposed site.

2. Given the scale of this proposed urban release area and the cost of road and transport infrastructure required to cater for the full development it is recommended that the proponents and Council work with the RTA and Transport NSW (TNSW) to identify the ultimate required infrastructure through the TMAP process outlined in the Interim Guidelines. As part of this process, an infrastructure staging plan based on lot thresholds should also be identified that would be affordable and commensurate with community expectations.

The RTA and TNSW would like to work with the other parties in ensuring that the above staging and lot threshold plan is supported by appropriate transport analysis.

3. The Transport Management and Accessibility Plan (TMAP) submitted for this urban release area recommends that the developers provide some monetary contributions towards arterial road and public transport infrastructure upgrades and that these works be incorporated into a Section 94 Developer Contribution Plan.

Whilst the RTA supports the overall notion of developer contributions, there needs to be a clear distinction between regional and local works and associated contributions. Only local roads and their direct connections to the State Road network should be incorporated into a Section 94 Contributions Plan.

The agreed ultimate State and Regional road network would be the basis for further discussion with the Department of Planning for the possibility of agreeing to a process for identification of a Special Infrastructure Contributions framework.

At the moment, the RTA has no firm plans or commitment to the likely required upgrades of State and Regional roads to support the rezoning including Menangle Road (and associated intersection works to connect to Macarthur and Campbelltown), Spring Farm Arterial and new on and off load ramps on the F5 and these works are not in the RTA's current works program. In this regard, RTA funding for these works is unlikely to be available in the short to medium term.

4. The RTA understands that there is a willingness by Landcom to undertake works-in-kind that would be offset against any future regional levy. The RTA generally supports works-in-kind arrangements where there is a regional priority for the identified works that would support the long term desired outcomes. However, as noted above, the RTA is not currently in a position to confidently say what are the future regional road requirements, including scope and timing. The RTA and TNSW would like, as part of the formal TMAP process, work with Council and Landcom to work through these issues and then agree on any regional transport upgrades that may be undertaken as 'works in kind'.

The RTA understands that in the first instance the proponents of the development are likely to require access to Menangle Road to facilitate initial stages of development. Any new intersection from local access roads to Menangle Road would require a formal agreement from

the RTA. The cost of these "local works" would not be an offset to any agreed regional levies agreed to as part of the TMAP process and may need to be incorporated in a Section 94 plan.

5. As a result of the above, the submitted TMAP should be amended to identify the full scope of road and transport infrastructure works to be undertaken as 'works in kind'.

The identified works in a revised TMAP should be supported by detailed traffic analysis. This traffic analysis should include a base case model and a separate model with full development and background traffic growth (to year 2031). Prior to submitting the traffic analysis to the RTA for review, the models shall be audited and the audit procedure should be carried out by a suitably qualified and independent party.

Further to the above, any identified works on the arterial road network requires approval of the RTA under the Roads Act, 1993.

6. It is noted that traffic modelling files and details of the modelling results have not been submitted to the RTA. In this regard, the following information should be submitted to the RTA for review:

- a. Strategic modelling input and output data

- i. Figures of base and future year Network and Zonal System within the surrounding road network
- ii. Figures of base and future year AM and PM peak hour vehicle flow within the surrounding road network
- iii. Base and future year origin/destination(O/D) demand matrix showing trips from/to different zones in the model in an excel format
- iv. Base and future year traffic turning movement data for key intersections identified for Sidra modelling analysis.

It should be noted that Spring Farm Parkway is unlikely to be funded as a State road in the medium term as its function will be a collector road between Spring Farm and Menangle Park. If this road is to proceed, initially it would be funded by Council as a local road under the care and control of Council. The RTA does recognise however that as a local road, it would provide some regional benefit. However, given the high cost of providing this road and in the absence of firm funding commitments, the modelling scenarios should include (as a minimum) road networks with and without the Spring Farm Parkway

- b. Copies of Sidra model files shall include (but not necessarily limited to) the following intersections:

- i. All intersection on Menangle Road from the proposed southern access road intersection to the Tindall Street intersection.
- ii. All intersections on Kellicar Road between Geary Street and Narellan Road.
- iii. Gilchrist Drive/Blaxland Road/Narellan Road intersection.
- iv. Appin Road/Oxley Street/ Narellan Road/The Parkway intersection.

7. It is noted that the TMAP identifies a mode share to public transport of 27% for the Menangle Urban Release Area. Whilst the RTA supports all measures that would increase the use of sustainable modes of transport, the adopted mode share to public transport should be based on the appropriate empirical analysis (as outlined in the TMAP guidelines or similar) to the satisfaction of the RTA and TNSW.
8. It is noted that the TMAP proposes new ramps to the F5. The RTA has not previously determined whether ramps in the vicinity of the Menangle release area are warranted or

desired. Ramps at this location will likely have significant implications for the way in which the freeway will operate (eg short trips will likely be generated between the proposed ramps and those at Narellan Road with implications for road safety and ramp design). The RTA would welcome the opportunity of discussing the issues associated with the ramps with Council and Landcom. If ramps are an agreed outcome, they should be designed and constructed in accordance with the RTA's requirements. In this regard, any ramps and associated merging lanes shall be setback a sufficient distance from the existing Glenlee Road and the Menangle Road bridges to comply with freeway design requirements. In this regard, investigation by the proponent (satisfactory to the RTA) of the suitability of ramp locations should be discussed and agreed prior to including provisions in the TMAP.

9. The proposed development shall be designed to achieve the required noise criteria for developments impacted by traffic noise through setbacks, site and architectural treatments. The planning instruments for this urban release area shall clearly state that noise walls are to be discouraged.

This urban release area requires an acoustic report for any development adjacent to or on steep or elevated land within 100m of arterial and sub-arterial roads. The acoustic report is essential to ensure the internal comfort of residents and achieve desirable urban design and infrastructure cost outcomes.

