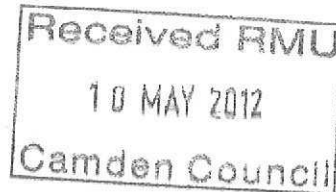


Our Reference: SYD12/00369
Your Reference: 265/2012
Contact: Stella Qu
Telephone: 8849-2520

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

SRDAC

The General Manager
Camden Council
DX 25807
CAMDEN



Attention: Ron P Dowd

**ORAN PARK TOWN CENTRE STAGE 1 DEVELOPMENT
400A THE NORTHERN ROAD ORAN PARK**

Dear Mr Dowd,

Reference is made to Council's correspondence dated 19 March 2012 with regard to the abovementioned Development Application which was referred to Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) discussed the proposed development at its meeting held on 26 April 2012 and provides the following comments:

1. RMS is currently reviewing the submitted CUBE and Transyt modelling results applied to the overall Oran Park development. Detailed comments about the modelling outputs will be supplied to Council in a separate response. As a preliminary feedback, the CUBE model is a type of strategic traffic modelling tool which is more suitable to be used for predicting traffic flow in a wide area. Therefore, it is inadequate to use the turning movement volumes extracted from the CUBE models to determine the geometric layout of the intersections.

In this regard, RMS requests the manual assignment of the vehicular trips generated from the proposed Oran Park Town Centre development (each stage and full development) for the surrounding road network within Oran Park. The background traffic volume on the road network from other developments surrounding Oran Park is to be estimated by the CUBE models. A diagram showing the details of traffic assignments and the assumptions made should be submitted to both RMS and Council for review.

2. Traffic modelling should be undertaken at the following intersections with the updated traffic turning movement data to allow the identification of adequate traffic control intersection treatments at these locations:

- Dick Johnson Drive and Oran Park Drive
- Main Street and Oran Park Drive
- Peter Brock Drive and Oran Park Drive

Roads and Maritime Services of New South Wales

- Peter Brock Drive and Central Avenue
- Peter Brock Drive and South Circuit
- East-West Road and South Circuit
- Dick Johnson Drive and South Circuit
- North-South Street and Dick Johnson Drive
- Main Street and Dick Johnson Drive

The electronic copy of traffic models produced should be submitted to RMS and Council for review.

3. Concern is raised with regard to the proposed right turn movement from Oran Park Drive into the subject site for Stage 1 development. As Oran Park Drive is envisaged to become a four lane arterial road, a temporary right turn bay will be required to facilitate the right turn movement and will have to be removed at stage 2 with the cost borne by the developer. RMS will prefer left in/left out access arrangement, for the long term, with a median island enforcing this restriction.

Traffic modelling should be undertaken to determine the length of right turn bay that is required to service the development.

4. No stopping restriction should be applied for the full length of Oran Park Drive in order to achieve uninterrupted traffic flow conditions.
5. Sufficient queuing area should be provided for arrival traffic between the vehicular car park control point (boom gate) and the property boundary in accordance with AS 2890.1-2004.
6. Details of car parking operation should be submitted to Council. Any pay parking scheme shall be submitted to RMS for concurrence.
7. RMS raises concern with regard to the staging of developments planned and associated sequencing of roadworks to be completed in order to facilitate the development at each stage. In this regard, a staging plan should be developed to show clearly the required roadwork upgrades and trigger points for the work required to cater for all road users and service the development.
8. RMS raises concern with regard to the use of Main Street as an access to the overflow car parking area due to potential conflicts that may arise between pedestrian and vehicular traffic movements, which needs be addressed to Council's satisfaction.
9. In order to allow sustainable growth to occur in Oran Park, a multi-modal approach needs to be adopted. Therefore, it is recommended that Transport for NSW be consulted to determine bus services that can be provided to this area to achieve a reasonable mode shift to public transport taking into account the south west rail line currently underway at Leppington and the opportunity to link directly.
10. The proposed development will generate additional pedestrian movements in the area. Adequate pedestrian facilities should be provided at different stages to ensure pedestrian safety is maintained within reasonable ease of access.
11. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be

in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for the longest vehicle adopted in the design.

12. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS.
13. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.
14. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
15. Car parking provision to Council's satisfaction.
16. Disabled car parking spaces are to be provided in accordance with Council's requirement and are to conform to AS 2890.6 – 2009.
17. All new pedestrian accesses are to comply with AS 1428.1 – 2001 *Design for Access and Mobility*.
18. Provision for building maintenance vehicles and removalists need to be provided on-site.
19. All vehicles are to enter and leave the site in a forward direction.
20. The proposed turning areas are to be kept clear of any obstacles, including parked cars, at all times.
21. All traffic control during construction must be carried out by accredited RMS approved traffic controllers.
22. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.

Any inquiries in relation to this development application can be directed to Stella Qu on telephone 8849 2520 or via email at Stella.Qu@rms.nsw.gov.au.

Yours sincerely



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee
Land Use Planning and Assessment Manager

1 May 2012