

Our Reference: SYD12/00386
Your Reference: DA387/2012/DA-S
Contact: Stella Qu
Telephone: 8849-2520



Transport
Roads & Maritime
Services

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

Attention: Mr James Baldwin

**DA 387/2012/DA-S – PROPOSED STAGE 1 SUBDIVISION AND ASSOCIATED
MAJOR WORKS
NO. 183 NARELLAN ROAD, CAMPBELLTOWN**

Dear Mr Baldwin,

I refer to your letter of 27 March 2012, the revised traffic report dated 12 October 2012 and the addendum to revised traffic report on 26 October 2012 with regard to the abovementioned development application (Ref. DA387/2012/DA-S), which was referred to Roads and Maritime Services (RMS) for comment in accordance with the State Environmental Planning (Infrastructure) 2007.

It is noted that the proposed traffic signals at Gilchrist Drive/Goldsmith Avenue intersection and the proposed improvements to the signalised intersection of Narellan Road/UWS University access road will require RMS's approval under Section 87 of Roads Act 1993.

RMS has reviewed the application and wishes to advise that RMS will grant "In principal" approval to the proposed new traffic signals at Gilchrist Drive/Goldsmith Avenue intersection and the improvements to the intersection of Narellan Road/UWS University access road subject to the following requirements:

1. The intersection of Gilchrist Drive/Goldsmith Avenue shall be signalised and constructed generally in accordance with the layout as shown in attached the plan (Plan No: 9065/SK207, Rev:C,Dated: 12/10/12).
2. The following improvements to the intersection of Narellan Road/UWS campus access road shall be completed by the end of 2015 to mitigate the impact of the Stage 1 development and the associated new traffic signals at Gilchrist Drive/Goldsmith Avenue intersection:
 - The eastbound right turn bay at the intersection shall be duplicated to 150 metre long (excluding taper). However, this will require the existing right turn access into Maryfields to be closed as RMS will not support right turn movements through dual right turn lanes. Landcom shall seek agreement from the Maryfields developer for the removal of this right turn movement.

Roads and Maritime Services

- The UWS Campus Access Road departure lane is widened to two lanes from Narellan Road through to the internal roundabout at UWS Campus Access Road/Williams Downes Road.
- The existing roundabout shall be upgraded to dual circulation lanes roundabout.
- Additional westbound through traffic lane is provided on Narellan Road for a minimum distance of 200 metre either side of the UWS Campus Access Road (excluding taper);
- Additional exclusive 80 metre left turn lane is provided from Narellan Road into UWS Campus Access Road;
- Signalised dual left turn slip lanes are provided on the UWS Campus Access Road approach to Narellan Road
- Cycling facilities should be provided to the existing cyclist travelling along Narellan Road

The alignment and setting of the proposed works along Narellan Road should be designed and be consistent with the RMS' concept plans for Narellan Road widening project.

3. The analysis results presented within Table 32 of the addendum to the revised traffic report dated 26 October 2012 fails to address the need for suitable alternative off-set works along Narellan Road to mitigate further traffic impacts as a result of the overall development planned

It is noted that vehicle hours travelled (VHT) is 776 hours with the development (Scenario B) compared to 709 hours without the development (Scenario A) in 2026 AM peak hour. Also the VHT is 944 hours in the scenario B compared to 883 hours in the scenario A in 2026 PM peak hour.

In this regard, Landcom shall continue to liaise with RMS and Council to identify alternative off-set works and infrastructure improvements to the area for any developments on the subject site above the proposed stage 1 development. The scope and timing of such works must be agreed to by RMS and Council prior to the issue of the first Construction Certificate for the stage 1 development.

4. The abovementioned road works and the new traffic signals at Gilchrist Drive/Goldsmith Avenue intersection shall be designed in accordance with RMS' Road Design Guide, RMS' Traffic Signal Design Manual other Australian Codes of Practice. Design plans shall be prepared by a suitably qualified practitioner and submitted to RMS for consideration and approval prior to commencement of any road works.

RMS fees for administration, plan checking, signal works inspection and project management will need to be paid by the developer prior to the commencement of any road works. A ten (10) year operation charge (payable to Roads & Maritime Services) will apply to the new signalised intersection at Gilchrist Drive/Goldsmith Avenue intersection.

The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned traffic signal and civil works. The Works Authorisation Deed (WAD) will need to be executed prior to RMS' assessment of the detailed design plans.

5. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to RMS for approval, prior to the commencement of any works.

Details should be forwarded to:

The Sydney Asset Management
Roads and Maritime Services
PO Box 973 Parramatta CBD 2124.

A plan checking fee will be payable and a performance bond may be required before RMS approval is issued. With regard to the Civil Works requirement please contact the RMS Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

6. Prior to any Construction Certificate being issued, the developer is to submit detailed design drawings and geotechnical reports relating to the excavation or erection of a retaining wall of the site to RMS for assessment. The developer is to meet the full cost of this assessment.

This report will need to address the following key issues:

- a. The impact of excavation/retaining wall on Narellan Road and F5 and detailing how the carriageway will be monitored for settlement.
- b. The impact of the excavation/retaining wall on the structural stability of Narellan Road and F5.

The report and any enquiries should be forwarded to:

Project Engineer, External Works
Sydney Asset Management
Roads and Maritime services
PO Box 973 Parramatta CBD 2124.

Telephone 8848 2114
Fax 8849 2766

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner of the roadway is given at least seven (7) days notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

7. 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.
8. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.

Please refer further enquiries to Stella Qu on telephone 8849 2520 or via email at Stella.Qu@rms.nsw.gov.au.

Yours sincerely

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

Chris Goudanas
A/Transport Planning Manager
Sydney Region

8 November 2012

