

Gary Hinder  
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Department of Planning and Environment  
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### **RE: Appin – Planning Proposal & Appin (part) Precinct Plan**

Dear Mr Hinder

Transport for NSW (TfNSW) appreciates the opportunity to provide comments on the draft planning proposal for Appin (The Proposal) as referred to us in the NSW Planning Portal on 21 November 2022. As part of the Technical Assurance Panel (TAP) process, TfNSW provided feedback on the Proposal on 15 September 2022. These comments remain relevant and have been included as Attachment A.

It is noted that the Proposal seeks to amend State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP) to establish the appropriate land use zoning and controls over the site. The Proposal has been prepared on the basis that an amendment to the WPC SEPP is used to secure the conservation outcomes and development footprint for the Appin precinct (Site). The Proposal aims to yield up to 21,000 residential lots in total, with the initial part precinct proposing rezoning to support a total of 12,000 dwellings.

TfNSW reiterates its previous advice, that a Transport Management and Accessibility Plan (TMAP) should be prepared, to the requirements and satisfaction of TfNSW, before the draft Planning Proposal and Appin (Part) Precinct Plan are determined. It is expected that the TMAP will replace the exhibited Strategic Transport Assessment and provide the necessary analysis to support a proper consideration of the draft planning proposal and its future infrastructure requirements, staging and delivery. It is also expected that the proponent will address advice detailed in the Gateway Determination regarding future transport connections, including the Outer Sydney Orbital Stage 2 Corridor.

Transport for NSW has separately provided the proponent and the Department with specific TMAP requirements for West Appin. We understand that the proponent needs to complete the TMAP within five months of the Gateway Determination. This time frame is particularly challenging and TfNSW recommends that the proponent continue to liaise with the Department of Planning and Environment (DPE) and TfNSW to confirm a TMAP scope, transport modelling methodology and key program milestones before commencement.

Thank you for the opportunity to provide comments on the draft planning proposal. Should you have any questions or further enquiries in relation to this matter, Lee Farrell would be pleased to take your call on 0407 668 767 or email: [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

David Hartmann  
**Director Corridor and Network Protection,  
Customer Strategy & Technology**

## Attachment A – TAP Comments on the draft Appin Planning Proposal (Sept 2022)

Document	Comments
<p>Draft Proposal – Structure Plan Appin Precinct</p>	<p>The covering letter identifies the importance of integrating the outcomes of GM 2040 with the draft Structure Plan. Transport for NSW is completing the Greater Macarthur Transport Network Plan (GMTNP) to inform the transport network reflected in the planned update to GM 2040. The draft Structure Plan would likely require further amendments following its exhibition to achieve consistency with the planned update to GM 2040.</p> <p>To this point, further consideration of the following is needed, but not limited to:</p> <ul style="list-style-type: none"> <li>• The location and design of an East-West Connection with Appin Road having regard to earlier investigations regarding the Outer Sydney Orbital Stage 2 (OSO 2) Corridor.</li> <li>• The connection of the Transit Corridor to Douglas Park Station, which is to be further addressed in the GMTNP</li> <li>• Form, function and location of the OSO 2 Corridor, which addresses its future role in regional and freight transport connectivity.</li> <li>• The design of the interchange between the OSO 2 corridor and the Hume Motorway to reflect its future regional transport function.</li> <li>• Design and function of the proposed public transport corridor consistent with the planning principles in the TfNSW Network Planning in Precinct Guide</li> <li>• The location and design of the proposed transport network to support future planned centres and to support integrated land use outcomes consistent with movement and place principles</li> <li>• The consideration of potential impacts and opportunities for existing landowners within the scope of the draft Structure Plan.</li> </ul> <p>The draft Structure Plan should emphasize the need to further address transport network design and connectivity issues through the precinct planning process. This is important as precinct planning will complete further detailed transport investigations and modelling that will validate, and potentially amend the structure plan and potentially GM 2040. It is recommended that the planning approval pathway for West Appin should also address this consideration together with future next steps.</p> <p>It is expected that infrastructure staging, and funding arrangements will be determined in consultation with Transport for NSW (TfNSW) prior to finalising precinct plans and based on detailed transport investigations. A coordinated approach for the Growth Area is recommended to ensure essential infrastructure is adequately funded and delivered in a timely manner to support future growth, whilst protecting existing place values and enabling the early provision of public transport.</p> <p>The Draft Proposal also needs to demonstrate more clearly how it is consistent with key TfNSW policies including:</p> <ul style="list-style-type: none"> <li>• Future Transport 2056</li> </ul>

	<ul style="list-style-type: none"> <li>• Network Planning in Precincts Guide</li> <li>• Movement and Place framework</li> <li>• The Western Sydney Street Design Guidelines.</li> </ul> <p>It is recommended that the proponent prepare a Freight and Servicing Plan to identify logistics related issues and demonstrate how the proposal will avoid potential impacts to the broader transport network. This is particularly important considering proposed developments in the area such as the Southern Gateway Business Park in Menangle which will generate a significant influx of freight movements in the area.</p> <p>It is expected that DPE will continue to engage with TfNSW on changes to the draft Planning Proposal throughout the process.</p> <p>The draft Structure Plan for the Appin Precinct needs to be consistent with the GM 2040 structure plan. To this point, further consideration is of the following is required:</p> <ul style="list-style-type: none"> <li>• The location of the East-West Connection with Appin Road</li> <li>• The connection of the Transit Corridor to Douglas Park Station</li> </ul> <p>Further environmental consideration is recommended to inform the frequency and location of road connections across riparian corridors. This work should be informed by the planned update to GM 2040.</p>
<p>Draft Appin Precinct Infrastructure Phasing Plan</p>	<p>The draft plan outlines the delivery of the road network and other infrastructure, but further explanation on how the transport network will prioritise walking, cycling and public transport is required. The plan is considered preliminary and should consider the outcomes of an updated GM 2040 and subsequent detailed investigations to support the Stage 1 Precinct Plan.</p> <p>In particular, the draft plan needs to align with relevant TfNSW guides for network delivery and staging in precincts including:</p> <ul style="list-style-type: none"> <li>• Network Planning in Precincts Guide</li> <li>• Transport Model Selection Guidance</li> <li>• Practitioner’ s Guide to Road Network and Corridor Planning</li> </ul>
<p>Draft Infrastructure Delivery Plan – West Appin</p>	<p>The proponent must consider the timely and efficient delivery of infrastructure and ensure that the draft Proposal realises the planned public and economic benefits. The above comments regarding the preliminary nature of the draft Infrastructure Phasing Plan are also relevant to this draft Plan.</p> <p>It is recommended that future staging of infrastructure and land use development within West Appin accommodate the early delivery of the public transport corridor. In the draft Plan any benefits of the public transport Corridor will not be realised until delivery of Stage 3A, which is anticipated to be between 2041 to 2044. The proponent should further consider how future precincts can be serviced by public transport in their earliest stage of development.</p> <p>It is noted that the Draft State Infrastructure Contribution infrastructure items in the draft Plan have not been formally adopted. It is unclear when a contribution</p>

	<p>scheme for the Greater Macarthur Growth Area will be finalised including the potential application of a Regional Infrastructure Contribution (RIC) as discussed in the current Infrastructure Contribution Reforms under consideration by Government. Further consideration of the funding and staging of infrastructure to support the proposed growth is required in consultation with key agencies.</p> <p>The modelling assumes that the planned developments to the north of the site along Appin Road, such as South Gilead, are expected to have upgraded a section of Appin Road between their site and the proposed widening to the Gilead development. These assumptions relate to third party land and greater visibility of the timing for delivery of these upgrades is needed to support assumption regarding the proposed release of land for urban development in West Appin and more broadly in the GMGA.</p> <p>Further confirmation is required before the draft Plan can be finalised, regarding the timing and funding of various proposed infrastructure upgrades below and other transport infrastructure for inclusion the updated GM2040 and West Appin draft Structure Plan:</p> <ul style="list-style-type: none"> <li>• Widening of Appin Road to four lanes between Gilead and Spring Farm Parkway Extension (2026)</li> <li>• Widening of Appin Road to four lanes between South Gilead and Gilead (2029)</li> <li>• North-South Transit Corridor - new two-lane road (plus future transport lanes) between Neighbourhoods 1 and 2A/Appin Road (prior to registration of 3,000th lot (c.2030)</li> </ul>
<p>Appin Vale Stage 1 Precinct Strategic Transport Assessment</p>	<p>TfNSW in partnership with the DPE is completing a GMTNP addressing the area between Mount Gilead and West Appin. This work will inform the final GM 2040 Structure Plan. Access to Transport’s strategic model underpinning the GMTNP will be agreed with DPE and individual applicants within the growth area, as part of developing more detailed masterplans and supporting transport investigations, including the development of a Transport Management and Accessibility Plan (TMAP).</p> <p>TfNSW highlights the continuing importance of identifying and protecting a transit corridor within the Growth Area connecting West Appin and Mount Gilead with the Macarthur-Campbelltown Strategic Centre. Consideration of how the Transit Corridor can be delivered without serving through traffic. Support for small segments serving a local traffic need may be applicable, but not support of general through traffic. Through traffic on this corridor must only consist of public and active transport. Through traffic movement must be accommodated through other corridors, away from the centres, within this area.</p> <p>The Western Sydney Aerotropolis Masterplan Requirements, prepared by TfNSW and publicly available, these should be considered in developing the scope of the proposed TMAP to guide precinct planning and development of the Appin growth area and the design and function of the transit corridor. Scope of works for the TMAP should be developed in consultation with TfNSW through a codesign process.</p>

TfNSW is reviewing the Outer Sydney Orbital 2 (OSO2) corridor having regard to the exhibited and proposed Appin Massacre Cultural Landscape State Heritage Register Listing together with other relevant matters. Any changes to the preferred alignment will be incorporated into an updated GM 2040 Structure Plan. The form and function of the OSO2 will need to be confirmed with TfNSW, noting its critical importance to the regional movement of freight and general traffic.

**Stage 1 Access and Road Layout:**

Brooks Point Road is identified to act as an interim second connection for Release Area 1. It is understood to be within third party land, therefore there is uncertainty regarding its ability to act as a new collector road. Further consideration is needed regarding how stage 1 precinct access will be delivered as part of a detailed TMAP, detailed above.

The TMAP must also demonstrate how public transport will be integrated within the Stage 1 precinct, neighbouring areas, and wider network. This will involve identifying bus service planning options, routes, indicative stops as well as the streets and/or intersections that would need to be delivered to support buses in consultation with TfNSW. The integration strategy must reference and align with the following resources:

- Bus Priority Infrastructure Planning Toolbox
- Guidelines for Public Transport Capable Infrastructure in Greenfield Sites
- Guidelines for the Planning of Bus Layover Parking
- Transport Planning Resources

The proponent must provide justification for the location of the Transit Corridor with consideration of the potential noise and vibration outputs. Land uses and buildings adjacent to the corridor need to be designed accordingly to minimise impacts on liveability and maximise place outcomes, particular in key centres.

The focus of walking and cycling networks in Appin must be on enabling short, everyday trips within and in close proximity to Appin. Safe, high quality, connected cycleways must be incorporated into new or improvements road corridors serving the following as a minimum, with further updates as new information emerges:

- Appin local centres to Douglas Park train station
- Appin local centres to Gilead

Development of these walking and cycling outcomes must refer to and align with the following TfNSW documents:

- Future Transport 2056
- Road User Space Allocation Policy
- Providing for Walking and Cycling in Transport Projects Policy
- Movement and Place Practitioner's Guide, including:
  - o Walking Space Guide
  - o Cycleway Design Toolbox

In addition to these TfNSW documents, we suggest incorporating the Western Sydney Street Design Guidelines as a benchmark for high quality local street network outcomes, including for walking and cycling in greenfield areas.

**Transport Management and Accessibility Plan (TMAP)**

TfNSW reiterates its previous advice, that a Transport Management and Accessibility Plan (TMAP) should be prepared, to the requirements and satisfaction of TfNSW, before the draft Planning Proposal and Appin (Part) Precinct Plan are determined. It is expected that the TMAP will replace the exhibited Strategic Transport Assessment and provide the necessary analysis to support a proper consideration of the draft planning proposal and its future infrastructure requirements, staging and delivery. It is also expected that the proponent will address advice detailed in the Gateway Determination regarding future transport connections, including the Outer Sydney Orbital Stage 2 Corridor.

The proposed rezoning of Macquarie Dale Road as Special Purposes Infrastructure (SP2) will need to be further consideration as part of the TMAP process and confirmed by TfNSW.