

Mr Paul Robilliard
A/Director, Greenfield Delivery
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Mr Robilliard

Revised East Leppington (Liverpool Part) Precinct Plan on Exhibition

Thank you for your letter dated 30 July 2013, requesting Transport for NSW (TfNSW) provide comment on the revised draft East Leppington (Liverpool Part) Precinct Plan.

TfNSW and Roads and Maritime Services (RMS) have reviewed the proposed Liverpool Part - East Leppington Planning Report and associated Traffic Assessment and provides the following comments to be included in TfNSW's combined submission:

- TfNSW supports the proposed internal bus route roads and recommends a 3.2 metre wide kerbside parking lane in each direction to allow for buses to serve bus stops without impeding movement of other vehicles/buses in the travel lane. Vehicle parking in the kerbside parking lane at bus stop locations should be restricted to allow for buses to serve bus stops. Travel lanes on these roads should be at least 3.5 metres wide to adequately and safely accommodate buses.
- TfNSW supports proposed indicative bus stop locations however recommends the inclusion of an additional bus stop location, indicated in pink in Figure 1. Note that all bus stop locations require corresponding bus stops (i.e. located opposite each other on both sides of the street).

It is noted the Precinct Plan proposes a fourth leg to the Camden Valley Way/ Cowpasture Road intersection, effectively connecting the Liverpool part of the precinct with Cowpasture Road and Camden Valley Way. To enable Roads and Maritime Services (RMS) to be in a position to support the proposed fourth leg to the intersection, the applicant is required to satisfactorily address the following:

- There is no provision for a fourth leg at this intersection as part of the approved upgrade of Camden Valley Way currently being progressed by the RMS. Therefore a fourth leg will need to be added.

- Tables 5.8-5.10 of the Traffic Assessment by Cardno indicate that this signalised intersection will operate at Level of Service (LoS) F by the year 2026 as a direct result of the proposed fourth leg.
- The traffic modelling by Cardno in support of the fourth leg at this proposed signalised intersection has concluded that an additional through lane (third lane) of 150 metres in length on both the approach and departure to the signalised intersection on the westbound carriageway of Camden Valley Way is required to support this proposed access road connection. This short-third through lane does not form part of the approved upgrade of Camden Valley Way.

As a way-forward, the applicant should liaise with TfNSW / RMS with a view to submitting revised traffic modelling to confirm the geometric layout of the proposed signalised four-way intersection on Camden Valley Way. RMS is willing to meet with the applicant and their consultants to clarify the modelling requirements.

- Please note that TfNSW / RMS are not in favour of the short-third through lane on Camden Valley Way.
- TfNSW requests consideration of improving bus priority at this intersection for buses travelling between Leppington Station and the Precinct.

Following the resolution of the modelling issues, to TfNSW / RMS satisfaction, the Proponent is to develop an acceptable design for the geometric layout of the proposed four-way signalised intersection for the Camden Valley Way upgrade. This design should be submitted and overlaid on the currently approved Camden Valley Way upgrade. This approved civil drawing can be provided by RMS upon request.

As illustrated on Figure 5.4 (Page 22) of the Traffic Assessment by Cardno, traffic signals are proposed at two locations on Denham Court Road. While the traffic signals proposed at the western most location on Denham Court Road are subject to current discussions between RMS and the developer, the Traffic Assessment has not included any modelling or proposed layout for the eastern most location for traffic signals on Denham Court Road. RMS requires this information so that they can be in a position to approve the proposed traffic signals under the Roads Act, 1993.

The applicant should be aware of the potential for road traffic noise impact on the development on the subject site. Noise attenuation measures should be provided by the developer in accordance with the Office of Environment and Heritage's Environmental Criteria for Road Traffic Noise.

Thank you for providing TfNSW the opportunity to review and comment on this proposed project. Should you have any questions regarding this matter, please contact Robert Rutledge, Principal Land Use and Transport Planner on 8202 2203 or at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely


Mark Ozinga
**Manager, Land Use and Transport Planning
Planning and Programs Division**

6/9/13

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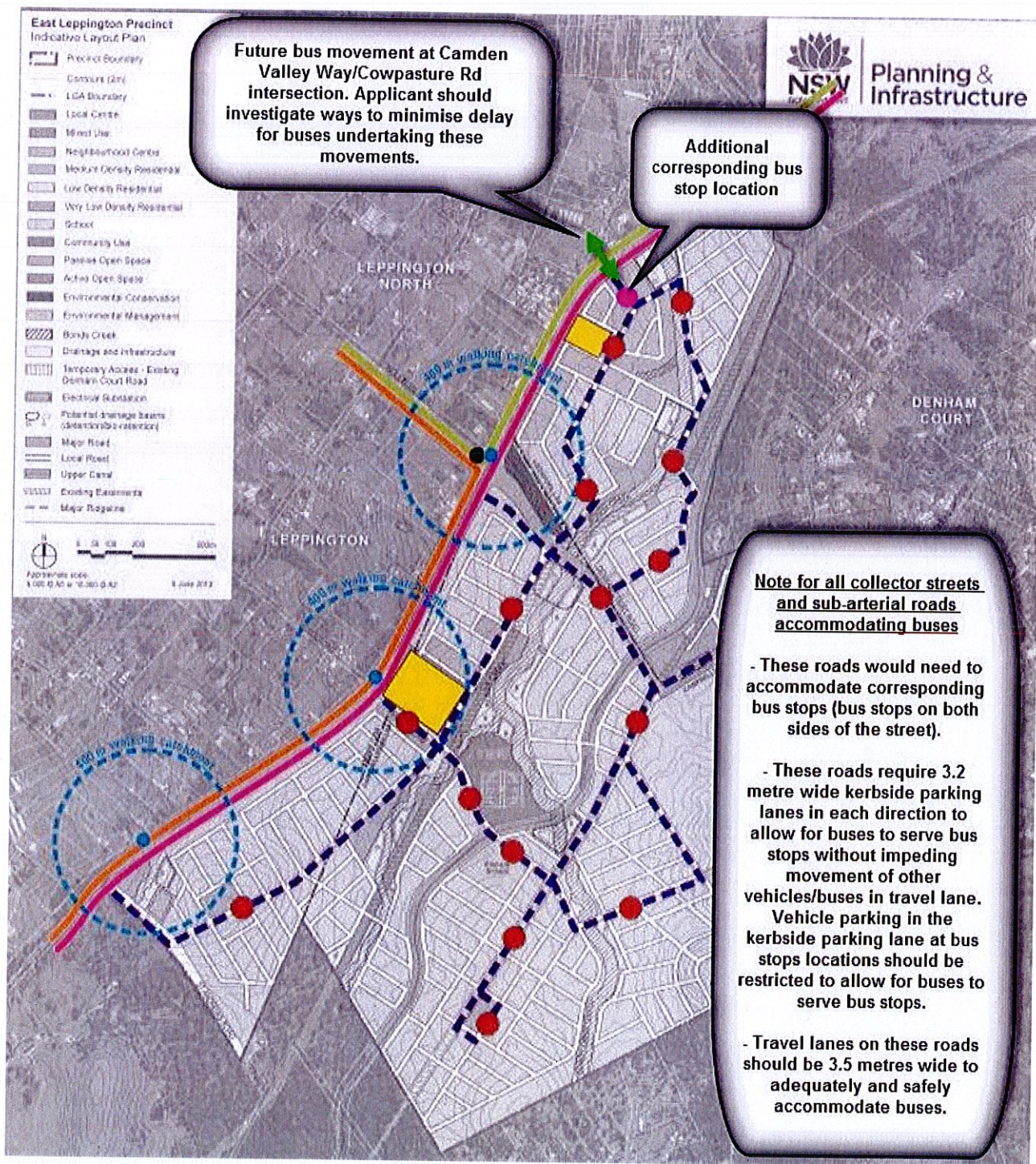


Figure 1 Proposed Bus Stop Locations