



Transport
for NSW

Paul Robilliard
Director, Greenfield Housing
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attn: Community Relations Team

Dear Mr Robilliard

Leppington Draft Precinct Plan on exhibition

Thank you for your letter dated 10 November 2014 requesting Transport for NSW review and comment on the Leppington Draft Precinct Plan. Roads and Maritime Services will be submitting a separate response.

Transport for NSW has undertaken a review of the Leppington Draft Precinct Plan, the draft Development Control Plan and the Leppington Precinct Infrastructure Delivery Plan and provides in principle support for the Leppington Draft Precinct Plan.

The following issues are raised for consideration:

- Coordination on delivery of certain roads such as Ingleburn, Eastwood and Rickard Roads;
- Advice to ensure bus capable roads can accommodate a 14.5m non-rear steer bus; and
- Advice to enhance the Active Transport accessibility within the Leppington Precinct.

Detailed comments are provided in **Attachment 1**.

Should you have any questions regarding this matter, please contact Robert Rutledge, Principal Land Use and Transport Planner on 8202 2203, or Robert.rutledge@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'S Hunter', with the date '5/1/15' written to the right.

Simon Hunter
Acting General Manager
Land Use and Integrated Transport

Objective Ref: PP14/21318 SO14/21300

Attachment 1 – TfNSW comments – Draft Leppington Precinct Plan

TfNSW has undertaken a comprehensive review of the Leppington Draft Precinct Plan, and provides the following comments:

Infrastructure Delivery Plan

The draft Infrastructure Delivery Plan submitted as supporting documentation identifies RMS as the provider of several roads within the Leppington Precinct. TfNSW advises that these roads are not State Roads, and there is no formal agreement for RMS to deliver these roads.

There needs to continue to be discussion between TfNSW, Roads and Maritime and Council on how to deliver these roads.

Public Transport

All bus capable roadways need to adhere to the Austroads Design Guidelines.

Eastwood Road and Rickard Road, as proposed, are bus capable with adequate widths and design to accommodate buses. Dickson Road, however, is proposed to be a two lane sub arterial road with one travel lane in each direction. Dickson Road is indicated in the *Leppington Precinct Transport and Access Strategy* as potentially accommodating a Leppington to Oran Park bus route. In order to accommodate this bus route and to facilitate other road traffic it is suggested that Dickson Road be a four lane sub-arterial road. This would enable efficient bus servicing with less impact on other traffic.

Austroads Guide to Road Design Part 3: Geometric Design recommends general traffic lane widths of 3.5 metres. TfNSW supports all bus capable roads identified in the Leppington Draft Precinct Plan have at least a 3 metre width in the parking lane for other vehicles to pass or overtake, without either vehicle having to move sideways towards the outer edge of the lane.

Any roundabout on a bus capable road within the precinct should be designed with a swept path to accommodate the turning circle for a 14.5m rigid non-rear steer bus. It is also important that the intersections of the bus capable roads within the precinct are also capable of accepting the swept path of a 14.5m rigid non-rear steer bus.

As has been indicated as a part of previous advice, TfNSW has concerns with the location of two of the proposed school sites, namely the site on Heath Road near the intersection of Heath and Eastwood Roads and the site within the block bounded by Heath Road, Camden Valley Way, Rickard Road and St Andrews Road. Neither of these sites are located on roads that are planned to accommodate regular public bus services. It is requested that consideration be given to relocating these two school sites so that they each share at least one boundary with a road planned to accommodate regular public bus services, avoiding the need for services to deviate or provide specific school services.

Active Transport Strategy

TfNSW supports the following being incorporated into the Precinct Plan:

- Provision for bicycle riders to cross over Kemps and Scalabrini Creeks.
- Referencing the Cycling Aspects to Austroads Guides.
- Development of Green Travel Plans for activity centres within the precinct.