

Our Reference:
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Telephone:

RDC 10M2078-1 SYD10/00774
MPI0_0118 & MPI0_0119
James Hall
8849 2047



The Director
Strategic Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Anna Johnston

EDMONDSON PARK CONCEPT PLAN AND STAGE I PROJECT APPLICATION

Dear Sir / Madam,

I refer to your letter of 20 September 2010 regarding the exhibition of Environmental Assessments and State Significant Site Study for Edmondson Park (MPI0_0118 and MPI0_0119), which was referred to the Roads and Traffic Authority (RTA) for comment.

The RTA has reviewed the applications and provides the following comments:

1. Campbelltown Road will be upgraded to a four-lane divided carriageway in the medium term with a wide median to make provision for Campbelltown Road to be upgraded in the long term to a six-lane divided carriageway. This section of Campbelltown Road is to be designed for a 70 km/h design speed and sign posted with a 60km/h speed limit.

Along the section of Campbelltown Road through Edmondson Park, the RTA requires a minimum 38.8 metre wide road reservation (excluding splays at the mouth of the intersections). However, if Transport NSW requires bus priority measures at the signalised intersections, the RTA requires a minimum 50 metre wide road reservation at the approach and departure of the signalised intersections.

The section of Campbelltown Road fronting the Edmondson Park development is to be constructed to RTA requirements and at no cost to the RTA.

2. The RTA provides 'in principle' approval to the three signalised intersections along Campbelltown Road, between Zouch Road and Ingleburn Garden Drive and shall be designed and constructed to RTA requirements and at no cost to the RTA. All Campbelltown Road approaches to the proposed signalised intersections shall make provision for a single 100 metre long right turn storage bay and the intersections shall operate with double diamond overlap phasing.

Roads and Traffic Authority

The developer will be required to enter into a Works Authorisation Deed with the RTA for the proposed signalised intersections. In this regard, the developer is required to submit detailed design plans and all relevant additional information, as may be required in the RTA's Works Authorisation Deed documentation, for each specific change to state road network for the RTA's assessment and final decision concerning the work.

3. Prior to the determination of any development application for the Edmondson Park Town Centre, a master plan application shall be submitted to the consent authority and referred to the RTA for review and comment. This master plan application shall comprise a detailed Traffic and Transport Study and the Study shall include a micro-simulation model for the Town Centre.

In addition to the above, the RTA will not grant approval to any traffic signals within the Edmondson Park Town Centre unless it is demonstrated to RTA satisfaction that the warrants are met in accordance with Traffic Signal Design Manual.

4. There is currently no timeframe established for the relocation of Macdonald Road to its ultimate location to form a four-way signalised intersection with Edmondson Park Station Access Road.

In this regard, no additional stage of Edmondson Park shall be determined until such time that the trigger point for the relocation of McDonald Road to its ultimate location is determined. This will require the submission of detailed traffic analysis to RTA satisfaction.

5. It is noted that some of the plans submitted illustrate a number of uncontrolled left in/left out intersections along Campbelltown Road, between Zouch Road and Ingleburn Garden Drive, which have not been approved by the RTA. The current practice of the RTA is to minimise the number of intersections along arterial roads on traffic efficiency and road safety grounds. Any additional intersection will be considered on its merits and shall be supported by traffic analysis to RTA satisfaction and is subject to concurrence from the RTA under Section 138 of the Roads Act, 1993.

The RTA would consider left turn movements directly off Campbelltown Road at mid-block locations more favourably if deceleration lanes were provided for these left turn movements.

6. It is noted that the concept plans prepared by AECOM proposes kerbside parking along Campbelltown Road. The RTA does not support kerbside parking along Campbelltown Road. In this regard a full time "No Stopping" restriction shall be implemented along this section of Campbelltown Road at no cost to the RTA.
7. It is noted that the proposed new intersection, north of Macdonald Road intersection, will be the main entry to the town centre. This intersection will be highly utilised by buses, cyclists and pedestrians. It is recommended that consideration be given to grade separation for pedestrians at this intersection to improve traffic safety and efficiency.
8. As Campbelltown Road is a major arterial road, it is requested that no new schools are located adjacent to Campbelltown Road on road safety grounds. If this is not possible then at a minimum no pedestrian and/or vehicular access shall be provided directly off Campbelltown Road on road safety grounds.

9. The proposed development shall be designed to achieve the required noise criteria for developments impacted by traffic noise through setbacks, site and architectural treatments. The planning instruments for this urban release area shall clearly state that noise walls are to be discouraged.

Edmondson Park Precinct requires an acoustic report for any development adjacent to or on steep or elevated land within 100m of arterial and sub-arterial roads. The acoustic report is essential to ensure the internal comfort of residents and achieve desirable urban design and infrastructure cost outcomes.

10. The Statement of Heritage Impacts has not included the impacts of the minimum 38.8 metre wide road reservation along Campbelltown Road. This issue shall be satisfactorily addressed.

Further enquiries on this matter can be directed to the undersigned on phone 8849 2047.

Yours sincerely,



James Hall
Senior Land Use Planner
Transport Planning, Sydney Region

22 October 2010