

**Halcrow**

Suite 20, 809 Pacific Highway, Chatswood NSW 2067 Australia  
Tel +61 2 9410 4100 Fax +61 2 9410 4199  
www.halcrow.com/australasia



Ms Julie Bindon  
JBA Planning  
PO Box 375  
NORTH SYDNEY

2 March 2011

Dear Julie,

**Re: Jacfin Horsley Park Site Concept and Project Plan Applications: DoP Query on Access Road System Capacity**

I refer to the request by the DoP for elaboration of the capacity of the proposed road system, particularly Old Wallgrove Road to accommodate the traffic generated by Jacfin and the Oakdale development south of the Water pipeline over the various stages during which the regional road infrastructure is to be upgraded.

We respond to this request below.

**Long Term**

As pointed out in Halcrow's Concept and First Stage Project Application Transport Report for Jacfin's Horsley Park site, the road system has been planned through a succession of previous government studies with the latest and most relevant one being by the Roads and Traffic Authority for the Erskine Park Link Road Project. Section 2.1 of the Halcrow report points out that RTA analysis has shown that its Erskine Road Link Road plan including new SEPP Roads north and south of it and upgrading of the east west section of Old Wallgrove Road in the Eastern Creek Precinct would provide sufficient capacity to accommodate full development of the following:

- Erskine Park (277 ha)
- Eastern Creek – 390 ha
- Ropes Creek – 182 ha
- Horsley Park (south of pipeline) – 165 ha representing partial development

In Horsley Park there is an approved Concept Plan for the Oakdale Central Precinct with 40ha. Jacfins Concept Plan is for 93.5 ha. Thus the two Concept Plans would be more than accommodated by the long term Eastern Creek Road system.

In the very long term, a further east-west arterial road will be needed south of the pipeline. Given that the Erskine Park Link Road plan when fully development will accommodate such a vast amount of land development, it will be a considerable time before this east-west arterial is needed.

### **Medium Term**

In the medium term development south of the water pipeline will rely on the north-south section of Old Wallgrove Road as a connection to the Erskine Park Link Road system.

Section 2.8 of the Halcrow transport report indicates that Old Wallgrove Road would be able to carry the traffic associated with 120 ha of development in Horsley Park as a two lane road before it would need widening. This is on the expectation that the RTA would upgrade the intersection of Old Wallgrove Road with the Erskine Park Link Road when the latter is built ( as its plans indicate) and that Goodman would construct a suitable intersection at the junction of its Stage 1 access with Old Wallgrove Road as per its Project Application. As the approved Oakdale Project application covers only 11 ha and the Jacfin Stage 1 is only 6.7 ha there would be no need to widen the southern section of Old Wallgrove Road beyond a two lane standard for these two projects.

The consent for the Oakdale Stage 1 DHL Project Application requires Goodman to widen Old Wallgrove Road south of Roberts Road from its present variable width to have a 7m wide carriageway with further widening as necessary at bends to suit B-double trucks. The consent goes on to require that Goodman widen this section of Old Wallgrove Road to a four lane divided standard either within 12 months or as soon as the RTA acquires land to widen the reservation of Old Wallgrove Road (generally adjacent to Transgrid) to 40m.

In the light of the definition of the southern continuation of Archbold Road as a SEPP road southwards through the Ropes Creek precinct and across the water pipeline to Old Wallgrove Road, the need for this widening of Old Wallgrove road is questionable.

### **Very Short Term**

The Erskine Park Link Road is expected to be completed by 2013. If the Oakdale Stage 1 Project Plan development and the Jacfin Horesly park Stage 1 development were both to be fully operational within the time then there combined peak hourly traffic generation would be 157 veh/hr made up as follows:

- Oakdale            56 veh/hr (As per Traffic report)
- Jacfin             101 veh/hr
- Total              157 veh/hr

This volume of traffic is very low in the context of a major urban road system and if necessary would be easily accommodated until such time as the Erskine Park Link Road was completed.

From the above we conclude that the road system will have adequate capacity to accommodate the proposed development.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Masson', with a long horizontal flourish extending to the right.

Bruce Masson  
Director Transport Planning