

30 July 2018

IPART
PO Box K35
Haymarket Post Shop
NSW 1240

Attention: Sarah Blackwell, Director
Contributions Plan Assessments

Dear Sarah,

Review of Campbelltown City Council's Menangle Park Contributions Plan

I refer to Campbelltown City Council's *Menangle Park Contributions Plan (Contributions Plan)* and IPART's assessment of the plan.

As you may be aware Landcom has been a long term land owner at Menangle Park and has undertaken significant planning of the development of the site. This has included seeking agreement on the infrastructure funding framework for the site, preparation of a traffic and transport delivery strategy and the *Contributions Plan*. All of these sought to ensure the funding and construction of Spring Farm Parkway, a proposed east-west road between Spring Farm to the west and the Hume Highway to the east.

To inform the traffic requirements of the development and the *Contributions Plan* AECOM provided technical advice. This included an assessment of the local (Menangle Park development) versus regional traffic split for the various components of Spring Farm Parkway. This advice estimated that the local development would account for 16% to 41% of traffic on various sections of Spring Farm Parkway, as shown in the table below.

SPRING FARM PARKWAY - Local versus Regional Split					
(AECOM 22 June 2016)					
Section	2010 TMAP*		<i>adopted values</i> 2013 VISSIM model^		
	Local development traffic	Regional traffic	Local development traffic		Regional traffic
West of north/south collector road	27%	73%	22%	(K)	78%
Between the N/S collector road and F5 ramps	52%	48%	41%	(L)	59%
SFP / F5 ramps	22%	78%	37%	(M)	63%
Between F5 ramps and Menangle Road	41%	59%	28%	(N)	72%
SFP / Menangle Road intersection	40%	60%	16%	(O)	84%

Since the preparation of the *Contributions Plan* Landcom and Dahua have committed to the funding of Stage 1 of Spring Farm Parkway, being all sections of Spring Farm Parkway other than that west of the north/south collector road. Landcom agrees that Stage 1 does not need to be included within the *Contributions Plan*.

However Landcom does not agree that Stage 2, being west of the north/south collector road, should have been removed from the *Contributions Plan*. Local traffic from the Menangle Park development is estimated to account for 22% of the traffic on this section of the road.

While Spring Farm Parkway is identified within the *Strategic Transport Infrastructure Study* (labelled Not Government Policy) for Greater Macarthur (Jacobs 2017) RMS has consistently been reluctant to agree that Stage 2 will be a State road. This is reflected in the current zoning of the land with Stage 1 zoned as 'Classified Road' and Stage 2 zoned as 'Future Road Corridor', as required by RMS in November 2017 at the time of the rezoning.

While the Special Infrastructure Contribution (SIC) for Greater Macarthur is not exhibited, and the future funding of Stage 2 Spring Farm Parkway is not finalised, Landcom considers that the *Contributions Plan* should provide for some funding for Stage 2. This should be the local traffic versus regional proportion, as included by Landcom in the draft *Contributions Plan*.

Spring Farm Parkway Stage 2 meets demand from the development and local costs should be appropriately apportioned to Menangle Park. While a SIC is intended to be implemented there is no certainty this will occur in the near future.

Should you require any additional information, or wish to discuss the proposal, please contact Kerrie Symonds on [REDACTED].

Yours sincerely,

[REDACTED]
Pat Coleman
Development Director