



Transport
Roads & Traffic
Authority

BRINGELLY ROAD UPGRADE

Camden Valley Way to The Northern Road
Development of the concept design

Report on community consultation

May 2011

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I Background

The Roads and Traffic Authority (RTA) has commenced planning for the future upgrade of Bringelly Road in conjunction with the development of the South West Growth Centre.

A community update outlining the concept design for the proposed widening of Bringelly Road from a two lane road to a four lane divided road between Camden Valley Way, Leppington and The Northern Road, Bringelly was distributed in October 2010. The community update invited comments on the proposed road upgrade. Comments closed on Friday 19 November 2010.

All identified stakeholders were sent copies of the community update and 10,000 copies were letterbox dropped to households in the Leppington, Rossmore, Austral, Bringelly, Catherine Field, Kemps Creek, West Hoxton, Hoxton Park and Horningsea Park areas.

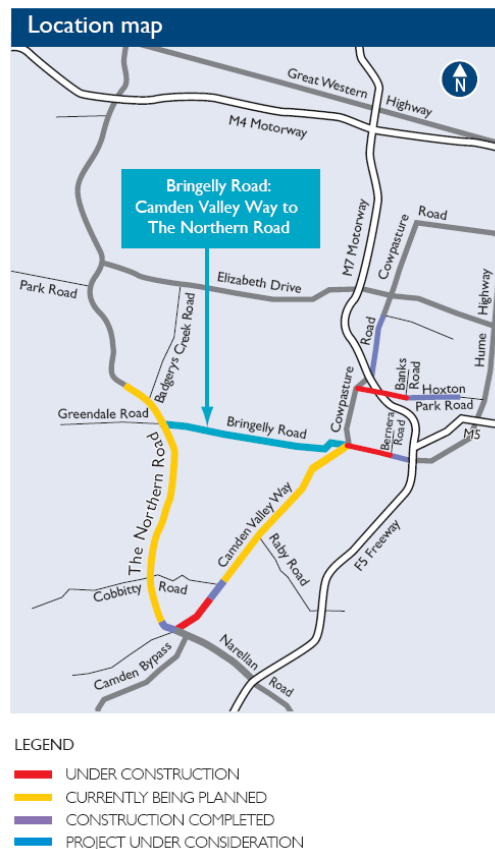
Two community information sessions were held in November 2010. Advertisements were placed in the Macarthur Chronicle, Liverpool Leader and South Western Rural Advertiser.

The concept design was on display at Liverpool Motor Registry, Narellan Library and Narellan Motor Registry between 24 October 2010 and 19 November 2010.

The Bringelly Road upgrade is expected to be undertaken in stages in parallel with the development of precincts in the South West Growth Centre.

The first step involves planning the road corridor and access arrangements for the future upgrade.

This report summarises issues raised during the community consultation in October and November 2010 regarding the concept design for the proposed upgrade of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.



2 Key issues

Following the distribution of the October 2010 community update, the community was invited to provide their comments. Two community information sessions were held to answer questions and receive feedback.

The RTA anticipated that the community would raise questions around property acquisition, interim access arrangements, and the timeframe for the upgrade to be fully implemented.

The impact of closing some intersections and establishing others was also identified as a key community issue.

Community feedback indicated concern about:

- The lack of clarity around the timeframe for the road upgrade.
- Road closures.
- The alignment of link roads to Bringelly Road.

Community specific concerns focused on:

- Intersection locations.
- Impacts on local roads.
- Location and number of traffic lights.
- Property access.
- Timing of works.
- Bus and transport facilities
- Construction impacts, including traffic congestion and increased noise.
- Safety of existing road.
- Land acquisition.
- Urban design.
- Flooding.
- Vegetation management.

Government agencies provided formal feedback via written submissions.

Further discussions were initiated with property owners identified as most affected by the proposed road upgrade and those requesting a private meeting.

A total of 31 formal submissions were received.

Sections 4 and 6 of this report provide a summary of the key issues raised and provide details of the issues, ideas and concerns put to the RTA for investigation.

The RTA will consider these issues in finalising the concept design and preparing an environmental impact assessment (review of environmental factors).

3 Purpose of consultation

Consultations were undertaken to:

- Involve relevant government agencies, community representatives, residents, and landowners in providing input to the concept design.
- Inform the community of the RTA's proposal to upgrade the road.
- Canvas comments and issues about the proposed project and concept design from those who may be affected.
- Seek community ideas to be considered in finalising the design.
- Advise potentially directly affected stakeholders of the proposed upgrade and its possible property impacts.
- Advise stakeholders how they could obtain further information or communicate concerns, complaints or suggestions.
- Provide potentially affected stakeholders with access to information from the Department of Planning's Strategy and Land Release unit to better understand the precinct planning process and timeframes.

In all sessions, conversations were documented for the project issues register and to assist with follow up meetings.

3.1 Community information sessions held in November 2010

Community information sessions were held at:

- Leppington Progress Hall, Wednesday 3 November 2010, 23 people attended, and
- Bringelly Community Centre, Saturday 6 November 2010, 11 people attended.

Venues were selected at either end of the route to facilitate and encourage community participation.

Conversations with members of the community were on a one-to-one basis, enabling the RTA to answer questions and take on board issues and/or suggestions regarding alternative arrangements or impediments to the proposal.

A representative from the Strategy and Land Release unit of The Department of Planning (DoP) attended both sessions to explain the precinct planning process and contextualise the timeframe in relation to development proposals for the area.

An information stand was also set-up with relevant material highlighting the 18 precincts within the South West Growth Centre and those that have been released for precinct planning.

This stand raised a lot of interest from members of the community who wanted to know more about precinct planning and when their land was likely to be acquired or approved for development.



Community information session held on 3 November 2010 at the Leppington Progress Hall.



Community information session held on 3 November 2010 at the Leppington Progress Hall.

3.2 Meetings

Meetings were held in 2010 with government agencies such as the Department of Planning, Camden Council, Liverpool City Council, Western Sydney Parklands Trust and the Transport Construction Authority. The aim of these meetings was to brief these government agencies on the concept design for the upgrade of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly and seek comment and input.

The RTA project team also met with a number of residents in late 2010 whose land may be affected by the proposed road upgrade outlining the RTA's policy and procedures for property acquisitions.

3.3 RTA Website

The RTA's project website was visited 445 times between 1 October 2010 and 31 December 2010. There were 165 downloads of the October community update.

3.4 Advertising

Newspaper advertisements appeared in the Macarthur Chronicle on Tuesday 26 October 2010 and in the Liverpool Leader and South Western Rural Advertiser on Wednesday 27 October 2010. The advertisement invited the community to attend one of the two community information sessions on the concept design for the proposed upgrade of Bringelly Road. Written comments were invited on the concept design.

4 Community issues raised at the information days

The following issues were raised by community members:

4.1 Access issues and road closures

- Most property owners were concerned about the proposed restriction on directly accessing their properties from Bringelly Road – left in/left out access only. Some property owners who are currently running businesses from these properties have requested left turn slip lanes.
- The right turn closure into Kelvin Park Drive would restrict access for a large number of residents.
- No right turns into Kelvin Park Drive would restrict access for emergency vehicles, that mostly come from the Liverpool direction.
- Allenby Road is a major arterial road and should have a right turn access in/out as it is now cut off from both ends.
- The realignment of Rickard Road and Edmondson Avenue is a good idea.

4.2 Timeframe issues

- The majority of property owners wanted to know when the road upgrade would take place.

- There was a lot of interest raised regarding construction staging, precinct planning and development timeframes used by the Department of Planning Strategies and Land Release unit.

4.3 Traffic light issues

- Residents were concerned that the number of traffic lights on Bringelly Road would impede traffic flow and increase travel times.
- Traffic lights at Kelvin Park Drive are a higher priority than Masterfield Street as a lot of local residents turn right onto Bringelly Road to travel to Penrith.
- Traffic lights at King Street are a good idea.

4.4 Safety issues

- The general response from the community was that the upgrade would improve road safety.
- The intersection at Camden Valley Way and Cowpasture Road needs upgrading due to poor sight distance.
- The alignment at the intersection of Camden Valley Way and Cowpasture Road needs to be reviewed as it is dangerous.

4.5 Environmental impacts

- Old Cowpasture Road goes under water during heavy rain.
- The road upgrade and future development for the area may increase the incidence of flooding.
- Increased noise from the road upgrade.

4.6 Property acquisition issues

- Some property owners requested an alternative design to that proposed by the RTA so that they could retain all of their land or their home.
- The majority of property owner enquiries centred on the land development timeframe. Some landowners were concerned about the planning for property acquisition and what land would be acquired for the road upgrade.
- There was also concern about the differences between the Department of Planning's Structure Plan for the South West Growth Centre and the RTA's access strategy.

4.7 Level of information and agency co-operation

- Several people commented that it was good that the RTA and the Department of Planning are working closely together.

4.8 Other issues

- Old Cowpasture Road should be officially gazetted / renamed as it is currently confusing with two Cowpasture Roads in the same area.

5 Responses to key questions from the community

1.	What is happening with the upgrade of Bringelly Road?	<ul style="list-style-type: none"> The RTA has developed a concept design for the proposed widening of Bringelly Road from a two lane road to a four lane divided road, between Camden Valley Way, Leppington and The Northern Road, Bringelly. The RTA is seeking feedback from the community, businesses and property owners along the route on any issues or concerns for consideration in finalising the design.
2.	What is the timetable for upgrading Bringelly Road?	<ul style="list-style-type: none"> There is no funding allocated by the Government for construction at this time. Construction timing will largely be determined by future land releases and the allocation of funding by the Government. Based upon the expected traffic demand in and around the South West Growth Centre, Camden Valley Way is a higher priority than Bringelly Road.
3.	What will happen when?	<ul style="list-style-type: none"> Bringelly Road is in the project development phase with community consultation having commenced in December 2009 for the access strategy and October 2010 for the concept design. The RTA expects to finalise the design and display the review of environmental factors in late 2011.
4.	What section gets constructed first and second etc?	<ul style="list-style-type: none"> The timing of the upgrade will be determined by future land releases and the availability of funds. It is most likely that the eastern end of Bringelly Road would be upgraded first, as the Austral and Leppington North precincts have been released for planning.
5.	Will there be any property acquisition?	<ul style="list-style-type: none"> Yes. If a property lies along the route or near the location of the proposed intersections, there is the possibility that some or all of the land may be acquired for this project.
6.	When will you acquire my land?	<ul style="list-style-type: none"> Property acquisitions would most likely be staged in accordance with proposed construction staging. Property acquisitions would typically occur following completion of the environmental impact assessment for the proposed upgrade and when funds are available.
7.	How will I know if my land will be required?	<ul style="list-style-type: none"> The RTA would inform the owner if property needs to be acquired. Properties that are likely to be affected have been highlighted on the concept design. The RTA has written to these properties owners to discuss this further.

8.	How were the intersection locations determined?	<ul style="list-style-type: none"> The intersections shown in the Community Update are largely consistent with the South West Growth Centre's Road Structure Plan released by the Department of Planning (DoP) in 2008. In addition, the proposed intersection spacing would provide sufficient access for the future developed precincts whilst maintaining the effective performance of Bringelly Road as a principal arterial road.
9.	When the road is widened to four lanes, can I turn left and right out of my property onto Bringelly Road?	<ul style="list-style-type: none"> When the road is upgraded to four lanes; left in/left out only arrangements will be provided at existing driveway locations to meet road safety requirements. There would be temporary U-turn facilities located along the route at North Avenue, Jersey Road and Eastwood Road. These U-turn facilities would assist with right turn movements until the upgraded intersections are connected to the future local road network.
10.	How do the proposed intersection locations fit with other roads?	<ul style="list-style-type: none"> The proposed intersections have been located to firstly ensure access to future precinct developments and secondly, maintain the flow of traffic on Bringelly Road. The intersections are generally consistent with the South West Growth Centre Structure Plan and they utilise existing roads where possible. A limited number of additional left in/left out intersections may be considered as part of the planning process for residential precincts that is being conducted by the Department of Planning.
11.	Threatened species may be found along the route. What is the RTA doing to protect these?	<ul style="list-style-type: none"> The RTA will investigate this as part of its environmental impact assessment with a view to minimising the impact of road construction. Discussions will be held with Department of Environment and Heritage and DoP to develop required management strategies.
12	Will this road be flood proof?	<ul style="list-style-type: none"> The road is being designed to provide a route that is expected to be free from inundation from flood waters for storm events up to 1 in 100 years average recurrence interval.

6 Issues summary

6.1 Summary of issues raised between 1 October 2010 and 31 December 2010

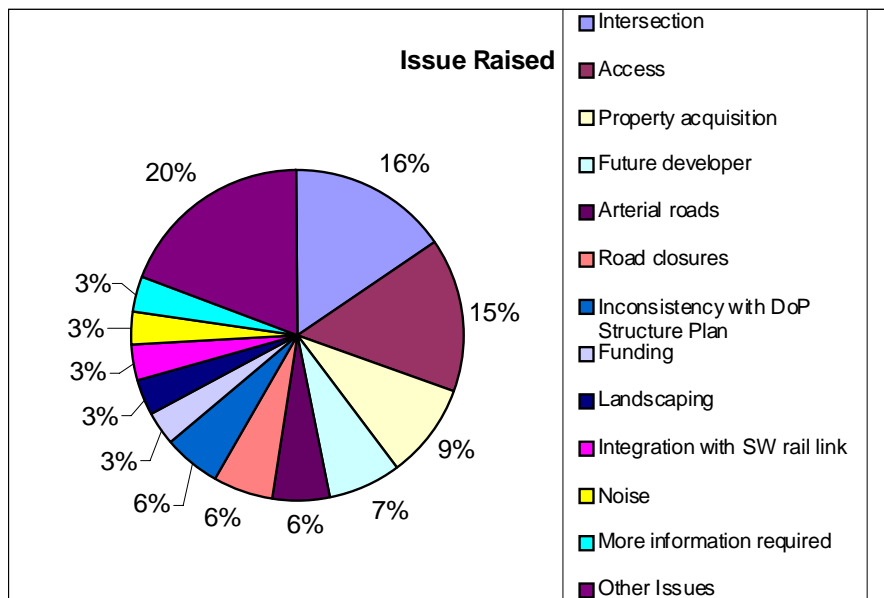
In addition to speaking with government agencies, community members and potentially directly affected property owners, the RTA received 31 submissions in response to the display of the concept design for the proposed upgrade of Bringelly Road. These included feedback forms, letters and emails.

Issues raised between 1 October 2010 and 31 December 2010 are summarised in the table below. The loss of right hand turns into five roads and property acquisitions were key issues raised during this stage of community consultation. The timeframe for land development in the area was another key issue as was the timeframe for the proposed road upgrade.

The table below highlights the key issues raised by the community between 1 October 2010 and 31 December 2010 in response to the display of the concept design.

Issue raised	Percentage
Intersection	16%
Access	15%
Property acquisition	9%
Future developer	7%
Arterial roads	6%
Road closures	6%
Inconsistency with DoP Structure Plan	6%
Funding	3%
Landscaping	3%
Integration with South West rail link	3%
Noise	3%
More information required	3%
Other issues	20%

Other issues raised during the consultation process (each representing 2% or less of total responses recorded, cumulatively totalling 20%) were: traffic lights, construction issues, stormwater management, timing of the upgrade, precinct planning, buildability, safety, creek flooding, heritage impacts, and interaction with Leppington Town Centre.



7 Next steps

The next steps proposed are:

- Follow-up meetings to discuss the concept design with those landholders whose access or property is likely to be directly affected.
- On-going meetings with local councils, government agencies and community stakeholders. Each stakeholder issue will be recorded and considered by the RTA.
- Progress the concept design and environmental impact assessment.
- Incorporate feedback on issues raised by the community into appropriate changes to the concept design. The revised concept design and review of environmental factors are expected to be placed on display for community comment in late 2011.

Attachment A – Bringelly Road photographs



Existing Bringelly Road near Camden Valley Way.



Existing Bringelly Road at Rossmore, view to the east.