

*Our Reference: 10735*

Ms Lynda Voltz - Chair  
Legislative Assembly Committee on Transport and Infrastructure  
transportinfrastructure@parliament.nsw.gov.au

17 June 2024

Dear Chair

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN SYDNEY INTERNATIONAL AIRPORT AND WESTER SYDNEY AEROTROPOLIS**

On the 30 May 2024 the Chair of the Legislative Assembly Committee on Transport and Infrastructure Looking at the critical transport infrastructure supporting the Western Sydney International Airport and Western Sydney Aerotropolis posed the question on notice;

“There were a number of roads mentioned as arterial – Menangle Road and Silverdale Road. Is it possible you could provide arterial roads you think may be impacted be freight that are local government? What are these routes and those projections”

Wollondilly Shire Council, in the context of significant residential growth, have been advocating to State Government for a Road Reclassification Review of its road network since 2017. Wollondilly is seeing significant growing pains with the Aerotropolis 9km from our shire boundary at Wallacia, significant freight movements from a growing Port Kembla, major residential growth at Wilton and Appin plus numerous unscheduled closures of the Hume Freeway redirecting vehicles onto the Council road network.

Wollondilly have workshopped the key routes it feels need to be subject of this classification review which are all major freight routes including;

- Menangle Road – which has a maximum daily AADT of 11,022 with 10.1% heavy vehicles.

Menangle Road, under the care and control of Council, directly links the State road network from Picton Road in the south to Menangle Road (state owned) in the north across the shire boundary with Campbelltown. The road will become an even more significant arterial with direct linkages to the future Outer Sydney Orbital

- Remembrance Drive – a max AADT of 19,211 with 10.6% heavy vehicles

Remembrance Drive, under the care and control of Council, directly links the state road network from the Hume Freeway in the south to Remembrance Drive (State owned) in the north across the shire boundary with Camden. The road will become an even more significant arterial with direct linkages to the future Outer Sydney Orbital

- Silverdale Road – a max AADT of 12,708 and 9.0% heavy vehicles

Silverdale Road, Montpelier Drive and Barkers Lodge Road, under the care and control of Council, links the state road network from Picton Road in the south to Park Road (State owned) in the north across the shire boundary with Penrith. The road will become an even more significant arterial with linkages to the Aerotropolis.

Wollondilly's advocacy includes 8 priority roads all with similar levels (or more) heavy vehicles. A briefing note detailing all of Council priorities is attached for your information including a reference map detailing the network and connections.

Thank you for the opportunity to address the Committee. We would be happy to discuss further, please contact our Director Shire Futures, Martin Cooper on 46771100.

Yours faithfully,



**Matt Gould**  
Mayor of Wollondilly Shire



**ROAD CLASSIFICATION REVIEW**  
EXISTING AND FUTURE ROAD NETWORK

## INTRODUCTION

Wollondilly's population is growing, fast, and our LGA is unique in metropolitan Sydney with direct responsibility for major connecting roads that should be directly managed by the NSW Government.

Council is taking more than its fair share of housing for Sydney, with up to 100,000 new residents expected by 2041. We seek the NSW Government to play its role and reclassify major connecting roads including Menangle Road, Remembrance Driveway and Silverdale Road as State Roads. Main roads like Remembrance Drive and Menangle Road are State-managed roads in neighbouring local government areas, but become Council managed roads as soon as they enter Wollondilly. We are asking to be treated the same as our neighbours.

Consecutive storm and flood events since March 2021 have taken a major toll on our road network, particularly the roads that provide regional accessibility between the Illawarra and South West Sydney. Reclassification would enable Council can focus its limited funds on our local roads and bring these to the standard expected by our community.

This paper sets out the case for these roads to be classified State Roads.

## BACKGROUND

In June 2017, Council wrote to the Executive Director, Infrastructure, Housing and Employment, NSW Department of Planning & Environment in response to the Greater MacArthur Transport Planning that the Department had commissioned to study the impacts of 'establishing new population centres' in the Greater MacArthur Investigation Area that included Wilton and West Appin.

That study clearly stated a preferred structure plan, defined in terms of arterials, sub-arterials and local roads, that informed a suggested State Infrastructure Contribution (SIC).

Councils response to this study included confirmation that Council did not support West Appin, agreement of the study findings that public transport was required, and;

*The overall proposal for what are to be 'State', 'Regional' and 'Local' roads should be confirmed. Council has been lobbying for a State/Regional road review with respect to Finns Road and Woodbridge Road, which are currently Local roads but serve as critical links to the State road network. The Greater Macarthur Transport Infrastructure Study (GMTIS) is consolidating the role that these roads play and the status of many of the roads would appear to becoming of State significance (Macarthur Drive, Douglas Park Drive / Parkway, Menangle Road, Finns Road, Remembrance Drive and Maquariedale Road).*

At that time, Wollondilly Shire Council was deemed 'regional' and would have been eligible for any broad road classification review.

However, since that time;

- There has been no response to Councils advocacy in June 2017 or any advocacy for road classification since (of which there has been numerous),
- Wollondilly has been moved from regional to metropolitan, no longer being eligible for consideration in the current road classification review,
- Wilton has been rezoned, SIC collected, development commenced, yet no State Government ownership proposed on any roads to be delivered in Wilton,
- Plans for public transport for Wilton are still being developed, and
- A planning proposal has just been placed on exhibition for 16,000 homes in Appin with still no certainty on road hierarchy or classification for the Greater MacArthur or Wollondilly area.

The time has come for change. The State government has been proactive in identifying and enabling land to establish new population centres in Wollondilly. Yet unfortunately have ignored or chosen to avoid taking responsibility for ownership or maintenance

responsibilities of infrastructure that is impacted or delivered as a result of that development.

Wollondilly is experiencing the direct impacts of large scale residential development and it urgently needs a collaborative effort from all sectors of government to help deliver for the existing and future communities.

Wollondilly has suffered significantly in recent times with bushfires and successive flooding and upgrades to the transport network are critical to increase the shire’s ability to evacuate and provide resilience during and immediately after emergency events.

Public Transport is near non-existent, and the current proposal to link the Wilton growth centre to Appin (pre-planning proposal) is for buses (commendable) – yet the one and only road linkage between the two communities (aka Broughton Pass) is constrained by load limit and geometry and buses aren’t physically able to use (which is beyond comprehension).

Council urgently calls for;

- Consolidated assessment of the existing and future road network incorporating all proposed projects (including Outer Sydney Orbital, Picton Road Upgrades, Picton Bypass etc) and developments,
- Road Classification review of the existing road network,
- Agreed warrants and ownership of the future road network.

Wollondilly Shire Council proposes 9 roads that can be considered for State Road Classification, more than meeting the criteria. These include;

	Links Urban centres	Primary through traffic route carrying significant volumes of traffic	Major public transport corridor	Major freight corridor	Connection between major rural arterials	Significant and essential supplementary route for through traffic parallel to a primary route	Primary route exhibiting best operational features	carry a minimum annual average daily traffic (AADT) greater than 1000
Menangle Road	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
Remembrance Driveway	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
Silverdale Road	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
Silverdale	✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
Road/Montpelier/Barkers								
Lodge Roads								
Wilton Road & Macarthur Drive	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
Douglas Park Drive	✓✓✓	✓			✓✓✓✓		✓✓✓✓	✓
Finns Road	✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓	✓✓✓✓
Avon Dam Road	✓✓✓	✓	✓	✓	✓✓✓	✓	✓✓✓✓	✓
Burraborang Road	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓	✓✓✓✓		✓✓✓✓	✓✓✓

## STATE ROAD CRITERIA

In the current road classification review a road may be a State Road if its primary function meets at least one of the following criteria:

Links major commercial, industrial and residential areas and distribution centres and ports within the Sydney, Newcastle, Wollongong and Central Coast urban centres:

- Urban centres as defined by the ABS
- Primary through traffic route carrying significant volumes of traffic, or
- Major public transport corridor, or
- Major freight corridor, or
- Connection between major rural arterials and major ports, freight terminals and distribution centres, or
- Significant and essential supplementary route for through traffic parallel to a primary route as defined by the above, in critical strategic locations only.

Links major NSW towns with the Sydney, Newcastle, Central Coast and Wollongong urban centres.

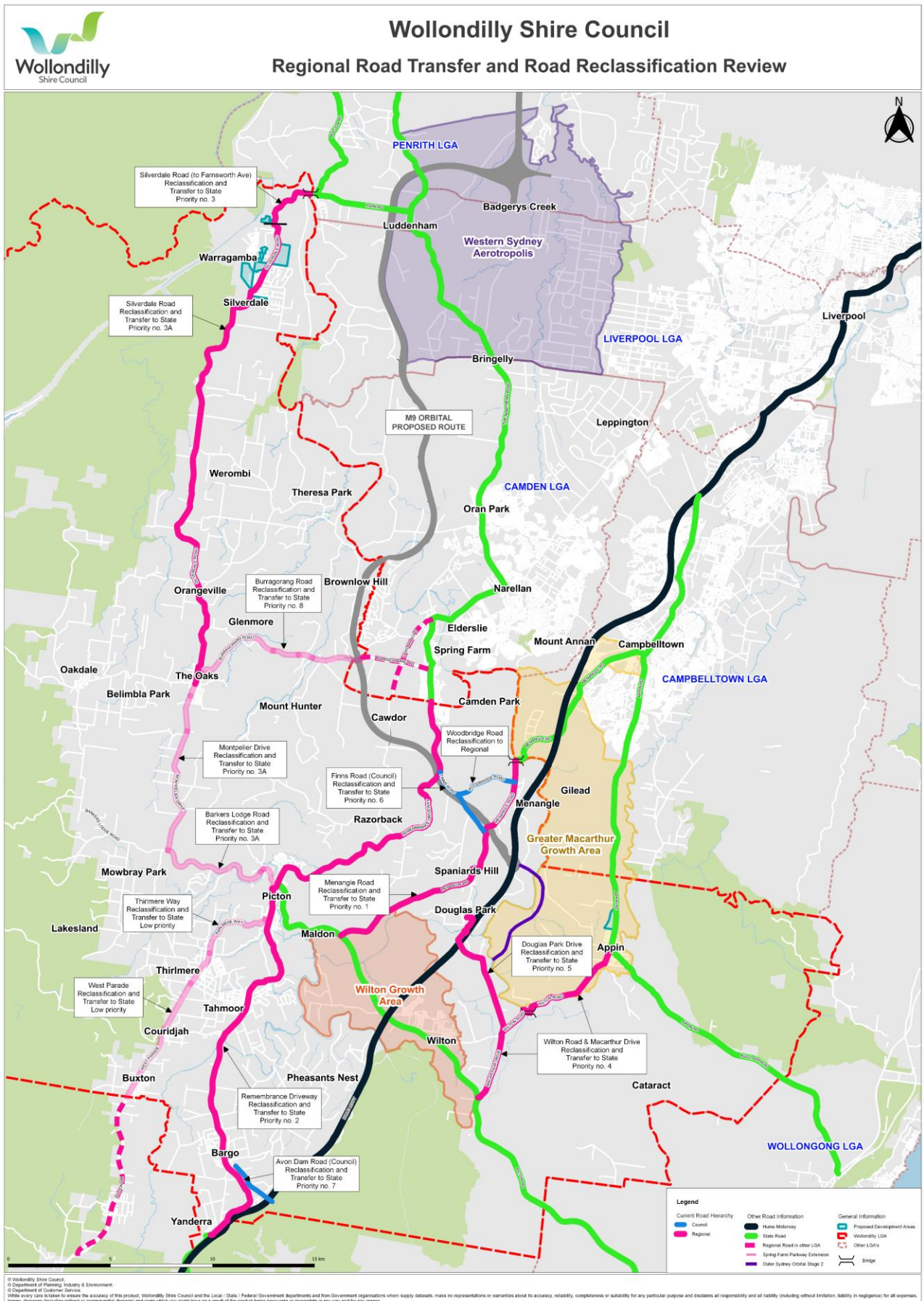
Links these major NSW towns with each other where there is a significant interaction:

- Major towns population generally in the range 10,000 to 100,000 but may include slightly smaller centres which provide a wide range of commercial, community and administrative functions to an extensive hinterland, and
- Primary route exhibiting best operational features and an intention to manage as the major route, and
- Significant economic and social interaction exhibited, and
- Generally, carry a minimum annual average daily traffic (AADT) greater than 1000 or at least greater than 500 and growing at a faster rate than on surrounding roads, and may include cross-border links to major centres interstate.

Links major regions throughout the State with each other:

- Provides a long-distance connection between regions not already provided for in the network defined by the above criteria or 'missing links' that complete long distance connections between the network already defined by the above, and
- Sustains a high flow of general traffic (generally AADT greater than 500) over long distances (100km), or Significant long-distance freight or coach route.

# REFERENCE MAP OF WOLLONDILLY'S ROADS FOR REVIEW



## WOLLONDILLY ROADS THAT MEET CRITERIA FOR STATE ROADS

With reference to the attached map, roads of concern to Wollondilly Shire Council that should be considered further include:

### Priority # 1 - Menangle Road

**Transfer from Regional Road to State (including State Ownership)  
Arterial, Capacity, Delivery, Regional Accessibility, Employment, Freight, Emergency Evacuation & Resilience, Outer Sydney Orbital Stage 1**

**Mean (entire length) AADT 6359 10.1% HV**

**Max (segment) AADT 11022**

**Road Length 14,200m**

Menangle Road links major commercial, industrial and residential areas from (State network) Picton Road in the south (which is feed from Wollongong, Port Kembla as well as the Hume Freeway), through urban centres of Douglas Park and Menangle and feeding back into the State network and onto Campbelltown, including the new land releases at Menangle Park.

Stage 1 of Spring Farm Parkway will provide a new four lane divided road extending about one kilometre connecting Menangle Road to Menangle Park Urban Release Area including an interchange over the Hume Motorway with City facing on and off ramps.

Menangle is a public transport corridor, and is highly used for freight with over 10% HV and becomes a significant and essential route for through traffic parallel to the Hume Freeway (particularly in times of freeway closures).

Further, Menangle Road will play a critical role in connectivity to the Outer Sydney Orbital with the OSO corridor traversing Menangle Road at the Finns Road intersection.

Menangle Road has an AADT well above 1,000 which is growing significantly with the growth in Wilton, and Menangle Road has been identified as requiring significant upgrading to accommodate the growth in Wilton as identified by the Department of Planning in modelling the Greater Macarthur rezoning's.

### Priority #2 - Remembrance Driveway

**Transfer from Regional Road to State (including State Ownership)  
Arterial, Capacity, Delivery, Regional Accessibility, Employment, Freight, Emergency Evacuation & Resilience**

**Mean (entire length) AADT 12,334 HV 10.6%**

**Max (segment) AADT 19,211**

**Road Length 34,840m**

Remembrance Driveway links major commercial, industrial and residential areas from the Hume Freeway in the south (which is feed from Canberra and Melbourne), through major urban centres of Bargo, Tahmoor and Picton and re-joins the State Road network at Camden South. Servicing the major urban centre of Camden township and onto Narellan Road and linking to the Hume Freeway and Campbelltown.

Remembrance Driveway is a major public transport corridor, and is critical for freight with over 10% HV, and becomes a significant and essential route for through traffic parallel to the Hume Freeway (particularly in times of freeway closures).

Remembrance Driveway has an AADT well above 1,000 which is growing significantly with the growth in Wilton, Picton, Thirlmere and Tahmoor.



### Priority #3 - Silverdale Road

**Transfer from Regional Road to State (including State Ownership)**  
**Arterial, Capacity, Delivery, Regional Accessibility, Employment, Freight, Emergency Evacuation & Resilience, Aerotropolis**

**Mean (entire length) AADT 12575 9.0%HV**  
**Max (segment) AADT 12708**  
**Road Length 2,900m**

This segment of Silverdale Road links the State Road network, and urban centre of Wallacia to the Silverdale and Warragamba communities as well as critical State infrastructure that is Warragamba Dam.

As such, Silverdale Road acts as a major public transport corridor, and is critical for freight with over 9% HV, and becomes a significant and essential route for through traffic particularly in times of emergency situations of fire and floods.

Silverdale Road has an AADT well above 1,000 which is growing significantly with the growth in Silverdale & Warragamba plus broader development of the Western Sydney Aerotropolis.

### Priority #3A - Silverdale Road/Montpelier/Barkers Lodge Roads

**Transfer from Regional Road to State (including State Ownership)**  
**Arterial, Regional Accessibility, Freight, Emergency Evacuation & Resilience**

**Mean (entire length) AADT 3986 12.5%HV**  
**Max (segment) AADT 9076**  
**Road Length 44,500m**

The remaining segments of Silverdale Road link with Montpelier Dr and Barkers Lodge Road and onto the major urban centre of Picton and the State Road network.

Silverdale Road/Montpelier/Barkers Lodge Roads act as a major public transport corridor, and is critical for freight with over 12.5% HV, and becomes a significant and essential route for through traffic particularly in times of emergency situations of fire and floods.

Silverdale Road has an AADT well above 1,000 which is growing significantly with the growth in Silverdale & Warragamba plus broader development of the Western Sydney Aerotropolis.

### Priority #4 - Wilton Road & Macarthur Drive

**Transfer from Regional Road to State (including State Ownership)**  
**Arterial, Capacity, Delivery, Regional Accessibility, Employment, Freight, Emergency Evacuation & Resilience, Outer Sydney Orbital Stage 2**

**Mean (entire length) AADT 2417 HV 9.9%**  
**Max (segment) AADT 3291**  
**Road Length 11,700m**

Wilton Road & Macarthur Drive link major commercial, industrial and residential areas from (State network) Picton Road in the south (which is feed from Wollongong, Port Kembla as well as the Hume Freeway), is the only link between the existing centres and growth centres of Wilton and Appin, and links the State network between Wilton & Appin.

Wilton Road has been identified as a major public transport corridor as the only road linkage between Wilton and Appin, and becomes a significant and essential route for through traffic

linking Picton Road and Appin Road during times that either one of those critical state roads is closed.

Wilton Road & Macarthur Drive has an AADT well above 1,000 which is growing significantly with the growth in Wilton.

#### **Priority #5 - Douglas Park Drive**

**Transfer from Regional Road to State (including State Ownership)  
Arterial, Capacity, Delivery, Regional Accessibility, Employment, Freight, Emergency Evacuation & Resilience, Outer Sydney Orbital Stage 2**

**Max (segment) AADT 2,000  
Road Length 6,100**

The recent announcement of the Outer Sydney Orbital Stage 2 (OSO2) corridor shows a direct connection into Douglas Park Drive that would then link onto Wilton road and Macarthur Drive to Picton Road and beyond. It would have the secondary linage to Camden Road and Menangle Roads as detailed as Priority 1 above.

This will make Douglas Park Drive critical in the connection to the broader State Road network.

#### **Priority # 6 - Finns Road**

**Transfer from Local Road to State (including State Ownership)  
Arterial, Capacity, Delivery, Regional Accessibility, Employment, Freight, Emergency Evacuation & Resilience, Outer Sydney Orbital Stage 1**

**AADT 4247 9% HV  
Road Length 3650m**

Finns Road completes the links between Menangle Road and Remembrance Driveway which helps to complete the parallel route that links the Hume Freeway to the Camden LGA and State Road Network.

As such, Finns Road acts as a major public transport corridor, and is critical for freight with over 9% HV, and becomes a significant and essential route for through traffic parallel to the Hume Freeway (particularly in times of freeway closures).

The Outer Sydney Orbital corridor completely engulfs Finns Road.

Finns Road has an AADT well above 1,000 which is growing significantly with the growth in Wilton, Picton, Thirlmere and Tahmoor and Menangle Park in Campbelltown LGA.

#### **Priority #7 - Avon Dam Road, Bargo**

**Transfer from Local Road to State (including State Ownership)  
Arterial, Regional Accessibility, Freight, Emergency Evacuation & Resilience**

**AADT 4560 9% HV  
Road Length 2375m**

Avon Dam Road links the Hume Freeway to Remembrance Dr completing this critical linkage.

As such Avon Dam Road act as a major public transport corridor, and is critical for freight with over 9% HV, and becomes a significant and essential route for through traffic particularly in times of emergency situations of fire and floods.

Avon Dam Road has a AADT well above 1,000 which is growing significantly with the growth in Bargo plus broader development of Wollondilly.

### **Priority #8 - Burragorang Road**

**Transfer from Regional Road to State Road  
Arterial, Regional Accessibility, Freight, Emergency Evacuation & Resilience**

**AADT 9174% 12% HV  
Road Length 22,000m**

Burragorang Road links the State road network via *Remembrance Driveway at Camden LGA and onto Narellan Road and the Hume Freeway. Remembrance Driveway splits traffic either towards the Hume or south to Picton*

Burragorang Road act as a major public transport corridor, is critical for freight with very high 12% HV and becomes critical for emergency access and egress particularly in times of bushfires and flooding when all traffic from south of the shire that can't exit out at Wallacia Bridge use this route as the detour onto the Hume Freeway.

Burragorang Road has an AADT well above 1,000 which is growing significantly with the growth in Wilton, Picton, Thirlmere and Tahmoor.