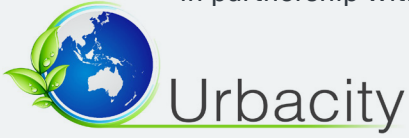




in partnership with



# MENANGLE CENTRE DETAILED REPORT

DECEMBER 2020



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# 1 Menangle

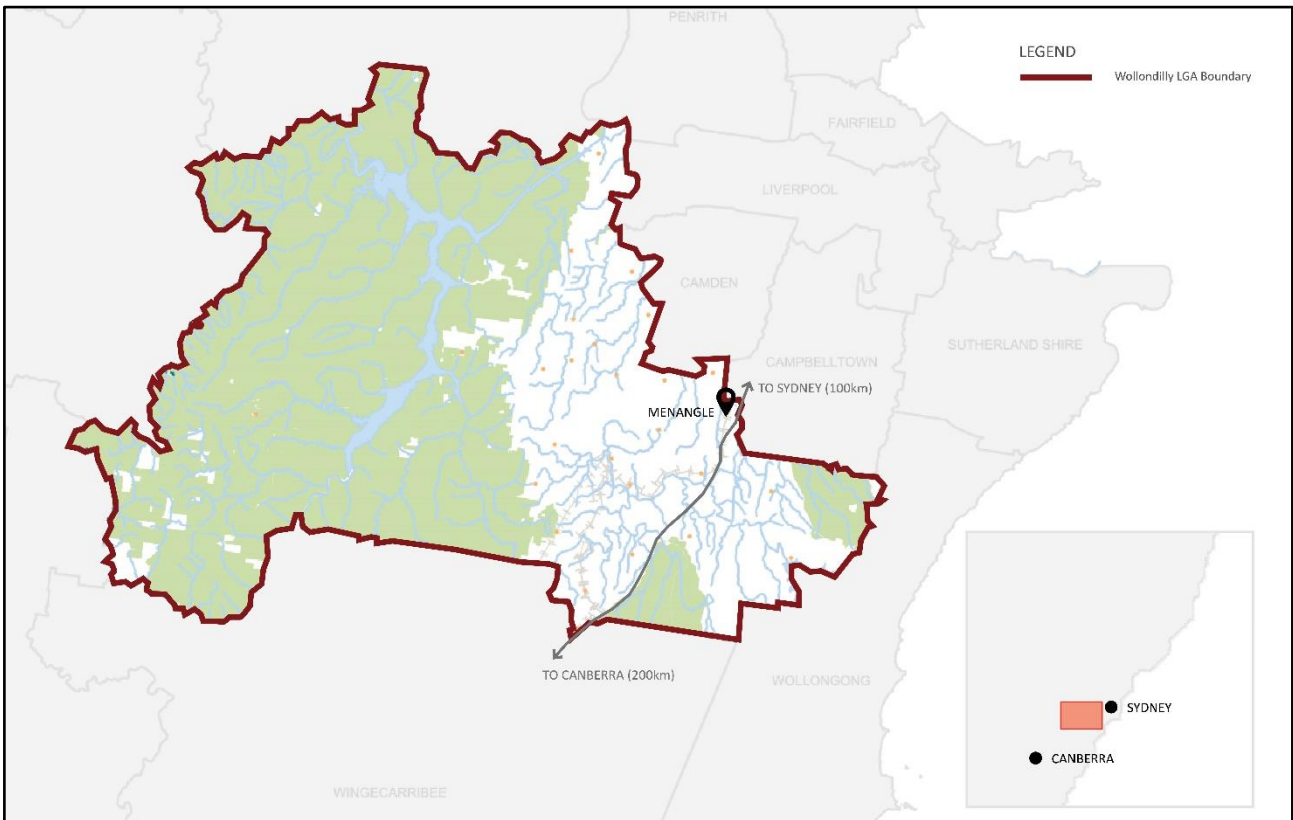


Figure 1-1 Menangle Locality Map

## 1.1 Menangle Hamlet Centre

The key characteristics of Menangle are listed in the table below:

<b>Population</b>	<b>2016 Census</b>	2,283	Increase of 925 (40% increase on 2016)
	<b>2041 Projection</b>	3,208	
<b>Centre Typology</b>	LSPS: Smaller Centre		Centres Study: Hamlet
<b>Centre Functions</b>	Retail – Limited local convenience Education – No local school Recreation – Natural areas, parks and playgrounds (master planned works under construction) Civic and community – Community hall Employment – local scale, small scale Capacity – 2,500m <sup>2</sup> + of commercial floor space potential under current LEP		
<b>Centre Special Features</b>	Original town plan based on walkable English village Prominent heritage items and significant heritage conservation areas for built and visual landscape Significant new greenfield development to the north and east of the existing settlement underway. Menangle Park urban release area north of the settlement will impact on the future activity of Menangle Centre		
<b>Future focus</b>	Site-specific DCP for new commercial zoned land Opportunities for adaptive re-use of the General Store to enhance its heritage significance		

Menangle is a Hamlet scale settlement on the verge of major change.

The settlement was originally established in a compact pattern around the original school building and churches and the General Store with single storey detached dwellings within a rural pastoral setting. These qualities were recognised with the application of a Heritage Conservation Area to the settlement and a Landscape Conservation Area to the visual catchment. The visual catchment is as viewed from St James church on the top of the hill within the settlement.

The settlement is about to undergo substantial change. Land to the north of Station Street, surrounding the rail station and along the western and eastern sides of the rail line was recently rezoned to accommodate a low density residential subdivision and a new commercial centre spanning across the rail line surrounding the station.

Menangle Centre will comprise two locations – one at the site of the original General Store on the main intersection of Station Street and Menangle Road and the other being new land in the B1 Neighbourhood Centre zone surrounding the railway station. There are options for adaptive uses of the General Store that enhance its heritage significance. The quality of the public realm and diversity of activities for the local community are essential for the new commercial zoned land to be open and accessible to, and supportive of, the daily lives of the Menangle community.

## **1.2 Treatment in the LSPS**

The LSPS identifies the following community values and needs for Menangle:

- *the neighbourhood identity and character which should be protected for present and future residents.*
- *the new master-planned park and new well-maintained public spaces will help to make people feel happier and healthier.*
- *the existing and potential agricultural opportunities.*
- *an enhanced retail and heritage precinct will better connect the community to its history.*
- *a richer, supported cultural and artistic community that improves tourism and will create connections with others.*

The LSPS notes no further growth of significant development is anticipated for Menangle beyond the recently rezoned residential and business-zoned land east of Menangle Road and north of Station Street, surrounding the station and east of the rail line.

Menangle Park is a greenfield centre and mixed commercial and residential new release area approximately 2.5km north east of Menangle. The centre is recognised in adopted strategies for the Greater Macarthur Growth Area. Menangle Park will include 4,000 dwellings, a major retail precinct, primary school and neighbourhood centre and multi sports facility built around the existing Menangle Park racing venue and train station.



Figure 1-2 LSPS representation of Menangle boundary, with activity core in red.

## 2 Centre Appraisal and Opportunities

### 2.1 History

The Tharawal people occupied Menangle for 20,000 years prior to European settlement with reliable water along the Nepean.

The Macarthur family established an estate from 1805 to 1973 now known as Camden Park Estate. The land holding was used to raise sheep for wool production, irrigation harvesting, pasture improvement, storage facilities, orchards and the first commercial vineyard in Australia.

The town layout followed Governor Macquarie's 1829 regulations for small towns and villages modelled on a typical English village with churches, the school, the 'village common' and the general store prominent in the landscape and all within walking distance of dwellings.

The rail line commenced operation in 1863 and milk from local dairies was delivered to the Sydney market daily. The Menangle rail bridge constructed in the 1860s is the oldest surviving rail bridge in NSW. Menangle General Store was opened in 1904 and included accommodation for travellers, stables, sales of agricultural produce, farming equipment and a butchery/bakery.

Sand mined at the Nepean River north of the town was used in the construction of the Sydney Harbour bridge and other major projects in Sydney CBD.

Menangle contained the largest dairy in Australia and the first rotary dairy (the Menangle Rotolactor) which became a notable tourist attraction for visitors from Sydney on weekends and for school excursions during the 1960s and 1970s.

#### 2.1.1 Heritage items and Heritage Conservation Areas

The heritage items in the Centres listed in Schedule 5 of WLEP 2011 and located in Menangle Centre are:

Item Name	Address	Property Description	Significance	Item no.
Menangle Rail Bridge over Nepean River	Menangle Road (Main Southern Railway)	Nil	State	I80
Camden Park Estate—Central Creamery Manager's Cottage	15 Menangle Road	Part Lot 201, DP 590247	Local	I82
Camden Park Rotolactor	15 Menangle Road	Part Lot 201, DP 590247	Local	I83
Bungalow	92 Menangle Road	Lot A, DP 940830	Local	I86
Bungalow	96 Menangle Road	Lot 1, DP 305932	Local	I87
House	100 Menangle Road	Lot 1, DP 587187	Local	I88
Cottage	102 Menangle Road	Lot A, DP 322713	Local	I89
Bungalow	106 Menangle Road	Lot B, DP 322713	Local	I90
St Patrick's Catholic Church	119 Menangle Road	Lot 100, DP 790213	Local	I91
Cottage	124 Menangle Road	Lot 1, DP 979893	Local	I92
Cottage	128 Menangle Road	Lot B, DP 398310	Local	I93
St James' Anglican Church	131 Menangle Road	Lot 1, DP 306367	Local	I94
Cottage	138 Menangle Road	Lot 1, DP 963033	Local	I95
Menangle Weir	Station Street	Lot 2, DP 775452	Local	I101
Menangle Railway Station Group	Station Street (Main Southern Railway)	Nil	State	I81
Menangle Store	2 Station Street	Lot 8, DP 531899	Local	I98
Menangle School of Arts Community Hall	4 Station Street	Lot 1, DP 306368	Local	I292
Menangle Public School (former)	28 Station Street	Lot 1, DP 795181	Local	I291

The heritage items and heritage conservation areas are well recorded and protected in Menangle. The Landscape Conservation Area has been effective from May 2014. It is the only Landscape Conservation Area in Wollondilly LGA. It specifically aims to protect the cultural and scenic landscape values associated with the Macarthur family's Camden Park Estate.

Amendments were made to Wollondilly Development Control Plan effective from October 2019 to include provisions for Menangle Landscape Conservation Area and for subdivision and new dwellings on recently rezoned land.

Location of selected heritage features and the Landscape Conservation Area are given on **Figure 2-3**, below.

## 2.2 Primary Production Influences

Primary production is fundamental to the history of Menangle centre and surrounds and is well recorded and reflected in a variety of strategies adopted by Council and in the LEP and DCP provisions.

## 2.3 Natural, Cultural, Community and Scenic Assets and View Corridors

Menangle is in the vicinity of two watercourses with sensitive land, shown in **Figure 2-3**.

### Menangle General Store

The General Store (as shown in **Figure 2-1**) occupies a prime visually prominent position in Menangle on the main intersection of Station Street and Menangle Road. The store has catered for a variety of daily convenience needs for local residents and for tourists visiting the Camden Creamery, Rotolactor, Camden Park Estate, Belgenny Farm and Elizabeth Macarthur Institute. Petrol bowsers have been removed.



Figure 2-1 Collection of photos of Menangle General Store (Source: Sales brochure for the store 1997)

### St James Anglican Church

The church was intentionally built at the peak of the hill within the settlement to replicate a traditional English village. The church has 360 degree views of the surrounding landscape. Partly screened by mature trees, the building is outstanding and remarkable for its architecture and its visually prominent position.

### Village Character

The heritage character of Menangle settlement is an important visual element of the settlement and is well documented in *Volume 1* of WDCP 2016 and is recognised and protected by the Heritage Conservation Area in WLEP 2011.

### Rural Landscape

The importance of the rural landscape setting to Menangle settlement is well documented in the 2012 report by MUSEcape Pty Ltd titled '*Menangle Landscape Conservation Area Assessment of Significance & Proposed Boundaries*'. This report was commissioned by Council to determine the spatial extent of the Landscape Conservation Area listed in WLEP 2011.



Figure 2-2 The rural landscape setting of Menangle viewed from the north west with the General Store and two churches clearly visible in the settlement (Source: Sales brochure for Menangle General Store 1997)

### Menangle School and 'Village Green'

The significance of the open space and Old School Building have been recognised in the Menangle Old School Master Plan adopted by Council in September 2019. The master plan includes new passive and active open spaces, picnic and BBQ facilities, a community garden and multipurpose community facility and elevated landscaped areas adjacent to St James Church to take advantage of the views to the Nepean River corridor.

### Menangle Station

There are distinct opportunities to improve the quality of the public realm in and around the station and improve opportunities for use and connectivity with the Menangle settlement.

### Nepean River Corridor

The Nepean River is in close proximity to Menangle village. Sydney Regional Environmental Plan No.20 Hawkesbury-Nepean River (No.2 – 1997) ('SREP 20') includes planning objectives and controls for development within the river catchment. SREP 20 identifies a broad area of the Nepean River immediately east and north of Menangle that is protected for its Landscape Scenic Value.

## **2.4 Infrastructure and Utilities**

A water and wastewater servicing strategy for the recently rezoned land has been endorsed by Sydney Water. Endeavour Energy has confirmed adequate capacity exists for the future development of rezoned land. Council's LSPS notes there will be no other additional growth in Menangle to 2041. Essential services are considered adequate.

## **2.5 Special and Regular Community Events and Activities**

The churches and the General Store were traditionally the focus of community activities, organised and informal gatherings and interactions. The more recent functions of the General Store have narrowed to a convenience retail and take away food service.

The master plan adopted by Council for the Old School site will create a new community activity place.

The Planning Proposal documentation for the new land in the B1 zone adjacent to the railway station notes that restored heritage buildings are intended to be used for a "village green", restaurants, cafes and a function centre and community hall. Specific future uses will be subject to development applications. There are no statutory planning provisions or DCP requirements that set objectives or development standards for the future development of this land in Zone B1.

The future uses within the newly rezoned land in the B1 zone are critical to the adaptive re-use and provision of land uses and activities to sustain the Menangle community.



## Opportunity:

- > Implement the masterplan for the Old School site to create a new community activity space, with input from a heritage architect. Encourage uses that support community activity as well as a public realm layout including pedestrian and cycling connectivity with the station, Old Menangle School community facilities and public open space and Nepean River shared pathway. A masterplan should be prepared prior to or as part of any development application to facilitate this outcome.

## 2.6 Community

### 2.6.1 Who uses the Centre and why?

The General Store has been used by residents of Menangle for minor convenience and incidental items and the post office services. At the time of preparing this study the store was closed and for sale.

Menangle is in close proximity to the larger commercial centres of Camden and Campbelltown/Macarthur. These regional centres are likely places of employment and regular shopping, entertainment and recreation for Menangle residents.

Menangle Park new centre and urban release area is currently under construction and will include a major retail precinct, primary school and neighbourhood centre and multi-sports facility built around the existing Menangle Park racing venue and train station.

### 2.6.2 PlaceScore Engagement Survey

The following is a collection of the responses to Council's PlaceScore Engagement Survey specific to Menangle and/or made by residents of Menangle:

- *"Create more local jobs, and access to metro centres. Overdevelopment with not appropriate transport to the area creates more pollution and air quality issues.*
- *Maintain rural living atmosphere in Menangle.*
- *More entertainment options such as varied dining options, markets, community activities such as outdoor cinemas, live music in the park etc.*
- *More shops and entertainment".*

An increase in local jobs, shops, cultural experiences and entertainment will be dependent upon the scale and nature of development on the land in the B1 Neighbourhood Centre zone near the railway station. It is more likely that new jobs will be located in nearby larger centres such as Campbelltown/Macarthur, Camden, Narellan and Menangle Park. Access to these centres is by train, bus and car with travel times less than 30 minutes.

The 'rural living atmosphere' of Menangle will be protected by the Landscape Conservation Area and Heritage Conservation Area in WLEP 2011 as well as the presence of Elizabeth Macarthur Agricultural Institute immediately north west of Menangle.

Council's commitment to the master plan for the Old School site will result in more community activity and publicly accessible spaces.

Residents of Menangle and surrounds value the housing types and quality of buildings. These will be sustained by existing LEP and DCP requirements. Residents appreciate a sense of safety and feel welcome in their local area. There is a strong sense of community identity connected to place which in part comes from the distinctive appearance of the place and the integrity of the place history.

Residents responses to the survey in 2018 noted dissatisfaction with the condition of the public realm and expect more Council investment. This will be addressed with Council's commitment to the masterplanned works for the Old School site.

## 2.7 Land Uses, Open Spaces and Community Services and Facilities

The original Menangle settlement was purposefully designed in the format of a walkable English village. The General Store has been the only commercial premises at Menangle and most recently has provided daily convenience shopping, take away food and drinks, post office services and a bottle shop.

The newly rezoned land to the north of Station Street and adjacent to the rail line will accommodate new housing with site-specific height and density controls. This greenfield development will significantly increase the local population and change the demand for local and daily services and convenience retail as well as

recreational activities. The concept layout for roads and pathways contained in WDCP 2016 indicates there will be no new pathway connections to the General Store.

The land newly rezoned to B1 Neighbourhood Centre is intended to include a 'village green' passive public open space area and the restoration of heritage buildings for uses including community facilities, cafes and restaurants and a function centre. The new area of land in the B1 zone is significantly larger than the original B1 zoned land that contains the Menangle General Store and St Patricks Church.

The creation of a new area of commercial land in Zone B1 well separated from the existing Menangle General Store potentially risks the viability of the store. In approving the recent rezoning, the Regional Planning Panel considered there was strategic merit in the future commercial use of the new land in Zone B1 to restore and re-use heritage items and generate activity at the railway station.

The Menangle School Master Plan confirms that Council intends to add public amenities, play and exercise equipment, a community garden, community facility and outdoor kitchen, pathways and a dog off-leash area.

The residential settlement is predominantly single storey detached dwellings. Durham Green is a senior's living development at the southern edge of Menangle which is connected to Menangle General Store via a footpath approximately 600m long in Menangle Road.

Key community services, all with heritage listing are shown in **Figure 2-3**.

#### **Opportunities:**

- > A masterplan should be prepared prior to or as part of any development application for the land newly zoned B1. This masterplan is required to ensure the range of land uses are delivered from adaptive reuse of existing heritage items and to include the land uses put forward in the Planning Proposal which are: village green, community facility, cafes, restaurants and function centre and upgraded public realm particularly surrounding the station and connecting to Station Street and the old school site
- > Upgrading of the railway station property and assets should be undertaken at the same time as redevelopment works for the new commercial zoned land. To facilitate this Council and/or the developer of the adjoining private land can request TfNSW collaboration on the design and delivery of these works by submitting a Problem Statement to TfNSW Research Hub (see <https://www.transport.nsw.gov.au/data-and-research/research-hub/templates-and-forms>).

## **2.8 Urban Structure and Built Form**

Consistent with the heritage character of the settlement, the majority of dwellings are single storey. The heritage churches and the General Store stand out in the landscape because they are taller buildings. The structure and built form of the original settlement is generally well maintained to respect the heritage values and significance of the place.

Durham Green seniors housing development is distinctly different in materials, colours and density. However, it is located at the edge of the settlement and does not interrupt the continuity of the original settlement.

There are locality specific LEP controls for building height for most urban zoned land in Menangle to protect the visual catchment and heritage character. There is no LEP height control for land in Zone B1 adjacent to the railway station.

Urban structure is represented in **Figure 2-4**.

#### **Opportunities:**

- > Future development applications should consider adaptive re-use of existing heritage items and Council shall encourage design themes and building envelopes to ensure that height and scale of new buildings is compatible with heritage buildings. These design elements are to be established by a heritage architect.



Figure 2-3 Land use and heritage map for Menangle.

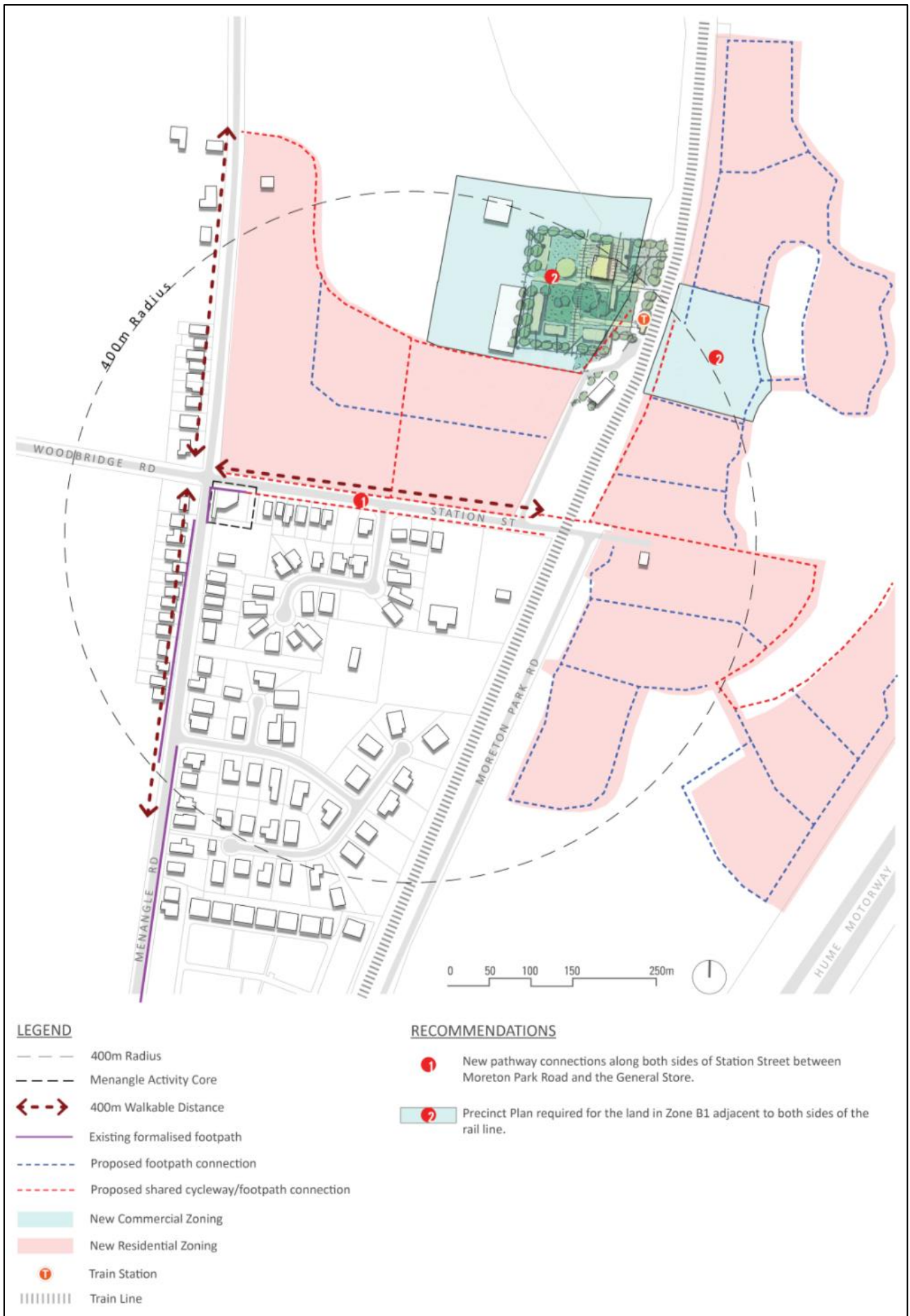


Figure 2-4 Urban structure, built form and access analysis for Menangle

## 2.9 Commercial Floor Space and Capacity for Growth

The Commercial Centres Study 2006 identified the following for Menangle commercial land:

- *A single mixed business shop with 100m<sup>2</sup> of floor space*

Since the 2006 study, WLEP 2011 increased the area of commercial zoned land to include the St Patricks Church property immediately south of the General Store. The total area of land in the B1 zone became approximately 5,400m<sup>2</sup> of which more than 75% was church property.

The future commercial floor space for the land newly rezoned to B1 Neighbourhood Centre cannot yet be determined as it is contingent upon the adaptation and re-use of existing heritage buildings. It will also be subject to design detail sensitive to the integrity of these heritage items and their curtilage. However, the development that is currently underway on the land opposite the General Store to the railway station is projected to deliver around 350 dwellings, which, when combined with the existing settlement, will double the size of the settlement.

Given that the new development also provides land for commercial uses, the future of the General Store is more likely to be in speciality food and beverage services – not in convenience retail. The provisions of Clause 5.10 to WLEP 2011 apply to the General Store. Clause 5.10 to WLEP 2011 permits development not otherwise permitted in the LEP provided it is demonstrated to restore and sustain the heritage values of the General Store. Clause 5.10 therefore allows consideration of a very diverse range of future adaptive re-uses for the General Store. The provisions of Clause 5.10 provide sufficient incentive for future owners to explore a variety of uses not otherwise considered in the current WLEP 2011 provisions. The General Store is fundamentally a commercial building and commercial use is intrinsic to its heritage value. For these reasons rezoning of the General Store is not considered necessary to enhance its opportunities for future use.

### **Opportunities:**

- > There has been a large recent increase in the area of commercial zoned land in Menangle. No further increase is considered necessary.
- > Future changes to commercial floor space in Menangle are dependent upon the assessment and determination of future development applications. Development assessment will need to consider the relative economic, activity and place-sensitive impacts of future development in a spatially separated centre.

## 2.10 Housing Within and at the Edges of the Centre

Additional permitted uses Schedule 1 Item 10 to WLEP 2011 permits attached dwellings adjacent to the land in Zone B1 on the western side of the rail line. Density and height controls are critical to maintaining the heritage character of Menangle settlement. No changes are recommended for planning provisions for housing surrounding commercial zoned land in Menangle.

## 2.11 Access and Movement

The original Menangle settlement was purposefully set out to replicate a walkable English village. The settlement was planned before car transport. Menangle streets were designed for pedestrians and carts. Streets have been sealed, kerb and gutter and footpaths have been retrofitted. As a result, some footpath reserves have gradients and widths not suited to accessible movement requirements.

The General Store was prominently located on the main intersection of Menangle Road and Station Street. This location was a long term focus of commercial and movement activity with the General Store being the centre of trade and a stop-over point for through travellers. The location is still a focal point in the landscape and is within easy walking distance for the residents of the original settlement pattern.

New pathway links to the General Store from the old Menangle school site and the railway station are considered necessary to enhance walking connection to the General Store.

The station is currently not used and its isolation and lack of activity make it feel unsafe and unwelcoming. New development of the land in the B1 zone adjacent to Menangle Station has the potential to enhance activity in the vicinity of the station and encourage more use of train services. The train journey from Menangle to Campbelltown is 13 minutes. By car the trip is 18 minutes.

### Opportunities:

- > Amend *Volume 3 Part 3 'Subdivision' Section 3.14* of WDCP 2016 to require new pathway connections to include links to the General Store from the new subdivision north of Station Street and along the southern side of Station Street connecting the master planned Old School site with the General Store. These links are considered appropriate so as not to exclude or isolate the General Store from potential connection to future pedestrian and cycling movements generated by the new land uses.
- > The Store is likely to be unsuited to its former daily convenience role, following the development of the additional B1 zoned land. However, the increase of population may provide support to new use options for the Store as facilitated by Clause 5.10 to WLEP 2011.

## 2.12 Street Appeal – Public Realm and Pedestrian Experience

Menangle was originally planned as a walkable settlement before paved roads were designed primarily for cars. The road and footpath pavement fronting the General Store has been retrofitted to suit vehicle movement. For some time there was no kerb and gutter along the northern side of the store and petrol bowsers were positioned along the frontage. The footpath along the northern side of the General Store is suitably wide to accommodate outdoor seating area under the verandah along Station Street.

The façade of the General Store holds interest for its distinctiveness in the streetscape and prominent position at the intersection of collector roads.

### Opportunities:

- > Connectivity of the General Store with pathways east along both sides of Station Street is recommended.

## 3 Current Commitments to Works, Adopted Plans and Strategies

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### 3.1 Objectives for Menangle from Previous Centres Study

The Centres Study 2008 noted the following objectives for Menangle centre:

- *To retain and enhance Menangle's existing village structure*
- *To improve Menangle's built form*
- *To protect Menangle's heritage and conservation values*
- *To improve access to, from and within Menangle.*

Menangle's village structure and layout will be substantially altered by the development of land north of Station Street and east of Menangle Road.

The built form and heritage values will continue to be protected by the current detailed provisions of WLEP 2011 and WDCP 2016.

Access to major centres of Camden, Campbelltown/Macarthur and Menangle Park can be achieved by train, bus and road with trip times of less than 30 minutes. This meets the goals for an accessible Greater Sydney.

The Centres Study 2008 made the following recommendations for Menangle:

- > *The village should retain its rural, compact character and one mixed business premises is sufficient to support the community.*
- > *The area of commercial zoned land to be increased east to include the community hall and south to include the church.*

The first recommendation is no longer relevant with recent rezoning facilitating future development of 350 lots and new commercial land near the station.

The second recommendation was implemented with WLEP 2011. However, the change was ineffective in increasing commercial floor space as the additional land applies to St Patricks Church.

An amendment to the DCP may be required for land newly zoned B1 to align the merit expectations of the rezoning decision for adaptive re-use of heritage items for community facilities, cafes, restaurants and a function centre to create uses and activities compatible with the character of the settlement and encourage movement and activity around the railway station.

### 3.2 WLEP 2011 Provisions

The provisions of WLEP 2011 for the Landscape Conservation Area, Heritage Conservation Area and heritage items are adequate to maintain the integrity and value of the history of Menangle in terms of built form and character.

The Additional Permitted Use for land in the B1 Neighbourhood Centre zone near Menangle Station, which permits function centres with consent, creates a potential point of difference between the original commercial zoned land.

The provisions of Clause 5.10(10) of WLEP 2011 allow development consent for any purpose not otherwise allowed by the LEP for a heritage item if the purpose can be satisfactorily demonstrated to conserve the heritage item and is consistent with a heritage management plan. Therefore, the future use of the heritage listed General Store and St Patricks Church is potentially not limited to the land use table of the LEP.



Figure 3-1 Current land use zoning for Menangle under WLEP 2011,

#### Opportunities:

- > No changes to WLEP 2011 are required as the existing LEP contains adequate objectives and controls for new development and the protection of heritage items and visual landscape character.



### **3.3 WDCP 2016 Provisions**

WDCP 2016 currently contains adequate objectives and controls for new development and the protection of heritage items in the original settlement. The natural, cultural, community and scenic assets in and around Menangle are well documented and managed under WDCP 2016 and a variety of planning instruments and master plans adopted by Council.

New DCP provisions may be considered to facilitate the design outcomes for Menangle and to guide future development applications for this land.

### **3.4 Council's Current Commitments**

Council is committed to the implementation of the Menangle School Master Plan and multi-purpose community hall.

## 4 Summary of Opportunities

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The following opportunities have been identified for Menangle, as shown in the Structure Plan in **Figure 4-1**:

- > The current provisions contained in WLEP 2011 contain adequate objectives and controls for new development and activities that maintain and protect the landscape and heritage assets of Menangle.
- > A masterplan should be prepared prior to or as part of any development application for land in Zone B1 in Menangle on the east and west sides of the railway line, with input from a suitably qualified and experienced heritage architect to:
  - Provide uses that support community activity including a village green, community facility, cafes, restaurants and function centre.
  - A public realm layout including pedestrian and cycling connectivity with the station, Old Menangle School community facilities and public open space and Nepean River shared pathway.
  - Address adaptive re-use of existing heritage items, design themes and building envelopes defining height and scale of new buildings compatible with the heritage buildings.
- > Two (2) spatially separated but proximate areas of land in the B1 Neighbourhood Centre zone potentially risks the viability of the original commercial centre in favour of new development. Future development applications will need to consider the potential economic impacts on sustaining viability of commercial premises through:
  - Economic analysis
  - Generation of activity characteristic and incidental to commercial uses and
  - Social impacts of sense of place and character.
- > Upgrading of the railway station property and assets should be undertaken at the same time as redevelopment works for the new commercial zoned land adjoining the rail line. To facilitate this Council and/or the developer of the adjoining private land can request TfNSW collaboration on the design and delivery of these works by submitting a Problem Statement to TfNSW Research Hub (see <https://www.transport.nsw.gov.au/data-and-research/research-hub/templates-and-forms>).

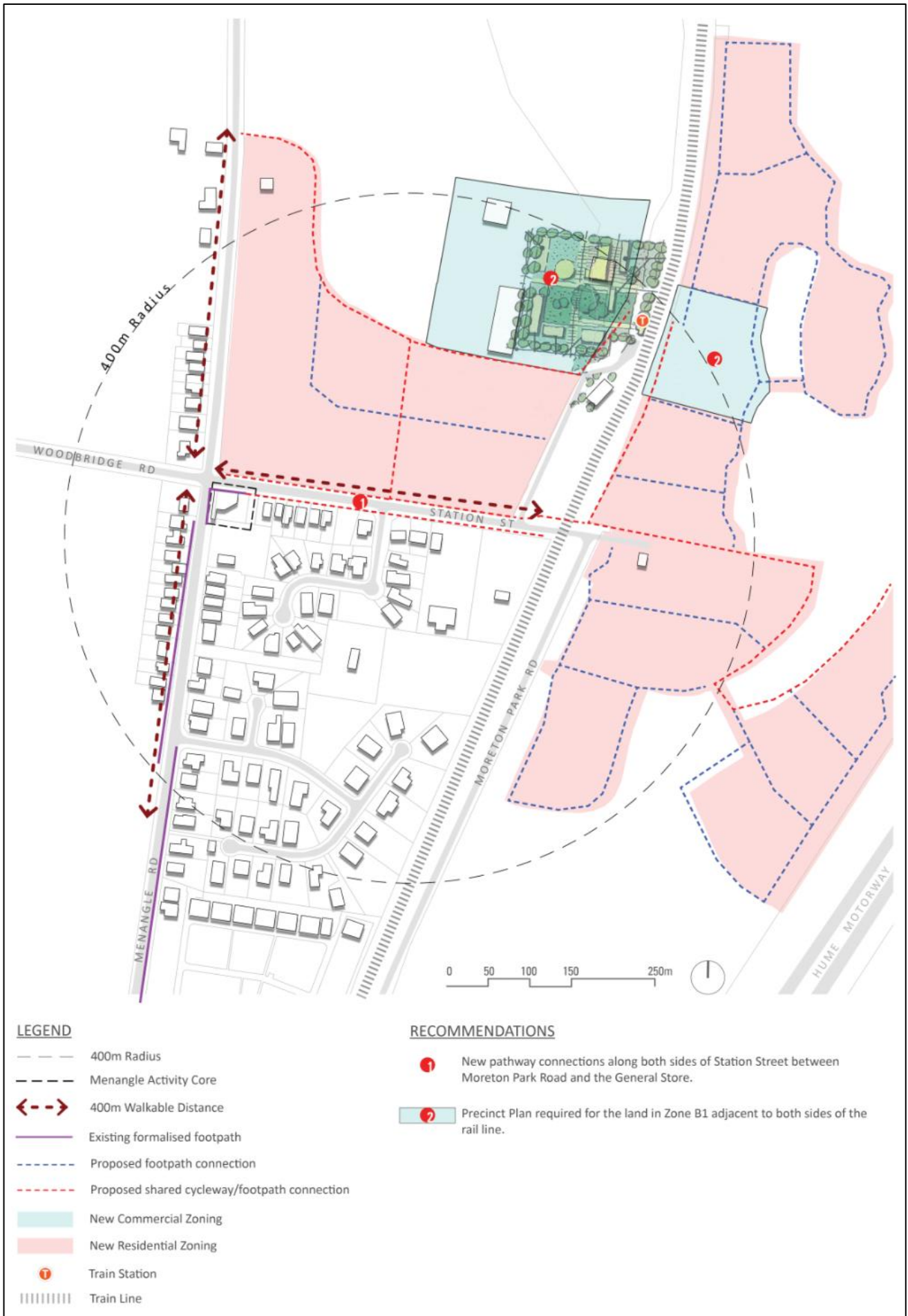


Figure 4-1 Graphic representation of opportunities for Menangle.