

Our ref: STH10/00063/12
Contact: Andrew Lissenden 0418 962 703
Your ref: SSD-3846

24 February 2021

Patrick Copas
Department of Planning, Industry and Environment
BY EMAIL: information@planning.nsw.gov.au

STATE SIGNIFICANT DEVELOPMENT (SSD) 3846 – PUBLIC AUTHORITY CONSULTATION – WEST CULBURRA MIXED-USE SUBDIVISION AMENDED CONCEPT PLAN

Dear Patrick

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to the notification it received dated 19 January 2021 regarding the above State Significant Development (SSD) application.

TfNSW has completed an assessment of the information provided while focusing on the impact to the state road network. TfNSW notes:

- The key classified/state road is the Princes Highway which is located some distance from the development site and would be primarily accessed via its intersections with either Kalandar Street or Forest Road;
- The amended application is subject to a merit appeal before the Land and Environment Court;
- The proposed access arrangements are to Culburra Road. Culburra Road is a local road that is managed by Shoalhaven City Council. As such, the Council is the authority to assess the traffic implications associated with the development on the adjoining local road network (i.e. up to its intersections with the Princes Highway); and
- The amended application will result in a decrease in the development footprint and resultant decrease in traffic volumes to what was previously proposed (e.g. reduction in residential lot yield from a total of approximately 650 dwellings to approximately 433 dwellings – residential area + town centre).

Having regard to the above, TfNSW does not object to the SSD application in principle. TfNSW does however offer the comments as detailed in **Attachment 1** to assist the determining authorities review/ consideration of the submitted application.

If you have any questions please contact myself on 0418 962 703. Please ensure that any further email correspondence is sent to development.southern@rms.nsw.gov.au.

Yours faithfully



Andrew Lissenden
Development Assessment Officer
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council@shoalhaven.nsw.gov.au*

1. The proposed development while located some distance from the state road network and specifically the intersection of the Princes Highway and Kalandar Street will increase the average delay and degree of saturation at this intersection.

TfNSW acknowledges this impact and is of the understanding that there is no ability, at this time, to seek contributions for future upgrade works. While at present there are no planned upgrades of the intersection, TfNSW does note that The Draft Nowra Bomaderry Network Plan identified an initiative at this intersection to investigate an upgrade for both safety and efficiency. No modelling or investigations have been undertaken since the draft network plan was completed.

2. As identified in the submitted documentation, TfNSW is responsible for all permanent speed zoning in NSW regardless of the classification of the road. TfNSW is not supportive of roundabouts being placed in a speed zone over 80km/h. As detailed in its advice dated 15 August 2017 TfNSW would support a speed reduction to 80km/h (subject to formal assessment and approval) to facilitate the provision of a roundabout or roundabouts that provide consolidated access to the development.
3. The proposed roundabouts, if seen as an acceptable treatment should be designed and constructed in accordance with *Austrroads Guide to Road Design*, its associated supplements and technical directions. A design speed of 10km/h over the posted speed should be used for the designs (e.g. for a posted speed limit of 80km/h, the sight distance would need to comply with Austrroads standards for a 90km/h speed environment).
4. The roundabouts should be supported by a suite of measures on Culburra Road to reinforce the change of environment from a rural environment to an urban environment. This would need to commence on the eastbound approach to the roundabout and continue through the roundabouts into the existing township. This could include, but not be limited to street lighting, kerb and gutter, off-road paths and landscaping to reinforce the 80kph environment on the urban fringe. These measures would need to be provided for a distance equivalent to safe intersection sight distance. The proponent should identify and commit to a suite of measures on Culburra Road before the determination of the project.
5. The determining authority should satisfy its self that the trip generation rates used in the Traffic Impact Assessment (TIA) prepared by GTA Consultants dated 23/10/202 (Ref: N186580, Issue C) are correct and provide a true representation of peak hour trip generation. TfNSW notes that the average AM and PM peak hour figures used in the TIA do not align with those as detailed in the TfNSW Technical Direction (TDT) 2013/04a. For example, the submitted TIA for the residential component of the development (estimated to be 436 dwellings) details 96 vehicle trips in the Friday AM peak based on .22 vehicles per dwelling and 92 vehicle trips in the PM peak based on .21 vehicles per dwelling.

The TfNSW TDT 2013/04a for low density residential dwellings in regional areas in the weekday AM peak provides a figure of .71 vehicle trips per dwelling (compared to .22 used in the TIA) which equates to 309 peak hour vehicle trips (compared to 96 used in the TIA). For the weekday PM peak, TDT 2013/04a provides a figure of .78 vehicle trips per dwelling (compared to .21 used in the TIA) which equates to 340 peak hour vehicle trips (compared to 92 used in the TIA). The figures in the TfNSW TDT 2013/04a are significantly higher than those detailed in the TIA which has implications for the resulting assessment and modelling that has been provided.

6. TfNSW has not undertaken a review of the SIDRA modelling electronic files and it is unclear at this time whether they have been provided to Council. The determining authority should satisfy its self that the modelling provided does give an accurate representation of the impacts of the development at key intersections. Generally, the modelling should use current and representative traffic counts, ensure the

existing base models has been calibrated with on-site observations (e.g. for instance queue lengths and/or delays need to be used), provides AM and PM peaks volumes, Saturday peak volumes and holiday peak volumes and provides a 10 year future growth scenario.

7. TfNSW notes that the determining authority would consider the environmental impacts of any road works which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in any approval issued. Depending on the level of environmental assessment undertaken to date and the nature of the works approved, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works