

15 August 2017

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**STATE SIGNIFICANT DEVELOPMENT 3846 – WEST CULBURRA MIXED USE
SUBDIVISION – SUPPLEMENTARY RESPONSE TO SUBMISSIONS**

Dear Robert,

Roads and Maritime Services (RMS) refers to your emails dated 20 July 2017 and 9 August 2017 regarding the above State Significant Development (SSD).

RMS has reviewed the 'Supplementary Response to Submissions' (SRS) dated July 2017, including the appendixes, and provides the following comments:

- The SSD has frontage and access to a local Road (Culburra Road). As such, RMS entrusts Council to assess the traffic implications associated with the development on the adjoining road network.
- As previously advised in its letter dated 6 May 2014, RMS has reconsidered its position in relation to a speed reduction and will now support a speed reduction to 80km/h to facilitate the provision of a roundabout that provides a consolidated access to the development. The above is subject to compliance with the following:
 - The roundabout must be designed and constructed in accordance with *Austroads Guide to Road Design*;
 - The roundabout would need to be placed to achieve appropriate sight distances. Given that the roundabout would be located immediately after the transition from the 100km/h speed zone, RMS advises that the design speed for sight distances needs to be 10km/h above the intended posted limit. Assuming a posted speed limit of 80km/h, the sight distance would need to comply with Austroads standards for a 90km/h speed environment. This includes appropriate sight distance to the layout of the roundabout for both east bound and west bound vehicles. The location of the roundabout and demonstration of compliance with sight distances would need to be based on survey and design;

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- The roundabout would need to 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 roundabout 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 needs to identify and commit to a suite of measures on Culburra Road prior to determination of the project.

Insufficient details to address the above have been provided as part of the SRS (e.g. plans demonstrating compliance with the above).

- Limited additional details have been provided in the SRS in relation to access arrangements for Stages 1, 5 and the electrical substation. The SRS indicating in Section 7 (refer to Page 17 and 18) that this is one of the key issues to be considered. It is noted that Appendix 3 (Tabulated Responses to Issues Raised by DPI/DPE) indicates that “*Access to the industrial zones is still under consideration*”, however no plans/details have been provided to indicate how these accesses will be provided or what additional works are required in the road reserve (e.g. details on required turn treatments for Stage 1 and whether there is sufficient space within the existing road reserve, etc). RMS is of the opinion that insufficient details to address the above have been provided as part of the SRS.
- Section 8.2 (Subdivision Layout) in the SRS refers to a second access point onto Culburra Road “*some 2.5km west of the proposed roundabout*” (Pages 22 and 23). No information has been provided in relation to this link or its intended purpose (e.g. gated emergency vehicle access). Additional details should be provided noting previous comments made in relation to the need to provide consolidated access and that this access point will be within a 100km/h speed zone.
- The proposed development while located some distance from the State Road network (i.e. the intersection of the Princes Highway and Kalandar Street) will increase the average delay and degree of saturation at this intersection. RMS acknowledges this impact and understands there is limited ability to seek contributions for future upgrade works as at this time there are no planned upgrades of the intersection. RMS does however advise that works are currently being undertaken on a strategy that will detail required upgrade works. It is anticipated that these will be identified within 12 months.
- RMS highlights that in determining the application it is the consent authority's responsibility to 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 nature of the works approved, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works.

Should you require any further information in relation to the above please contact Andrew Lissenden on 4221 2769.

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Please ensure that any further email correspondence is sent to
development.southern@rms.nsw.gov.au.

Yours faithfully,

A handwritten signature in blue ink, appearing to be 'S. Barbaro', with a stylized loop and a long horizontal stroke extending to the right.

Sharon Barbaro
A/Manager Land Use
Southern Region

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