



Our ref: STH09/01787/44
Contact: Hayley Sarvanandan 4221 2423
Your ref: Land Use Plan

18 November 2019

Michael Roger
Urbanco
BY EMAIL: michael.rodger@urbanco.com.au

LAND USE PLAN – LOT 7 DP259137 2514 ILLAWARRA HIGHWAY CALDERWOOD – PROPOSED REZONING AND ACCESS

Dear Michael,

Roads and Maritime Services (RMS) refers to your correspondence dated 29th October 2019 regarding the subject planning proposal.

RMS has completed an assessment of the development, based on the information provided and focussing on the impact to the state road network. For this development, the key state road is the Illawarra Highway.

RMS notes the following:

- The proposal seeks to rezone land from RU1 to R2 and E3 zonings. RMS notes this has the potential to facilitate around 270 residential dwellings.
- The proposal seeks to remove the SP2 zoning classification along the frontage of the subject site along the Illawarra Highway as shown in the current LEP (Attachment 1).
- The proposal seeks RMS' comments on the construction of a roundabout to provide access to the southern portion of the site as shown in Attachment 2.

RMS does not support the planning proposal in its current form. RMS would be willing to consider the planning proposal subject to comments in Attachment 3 being addressed.

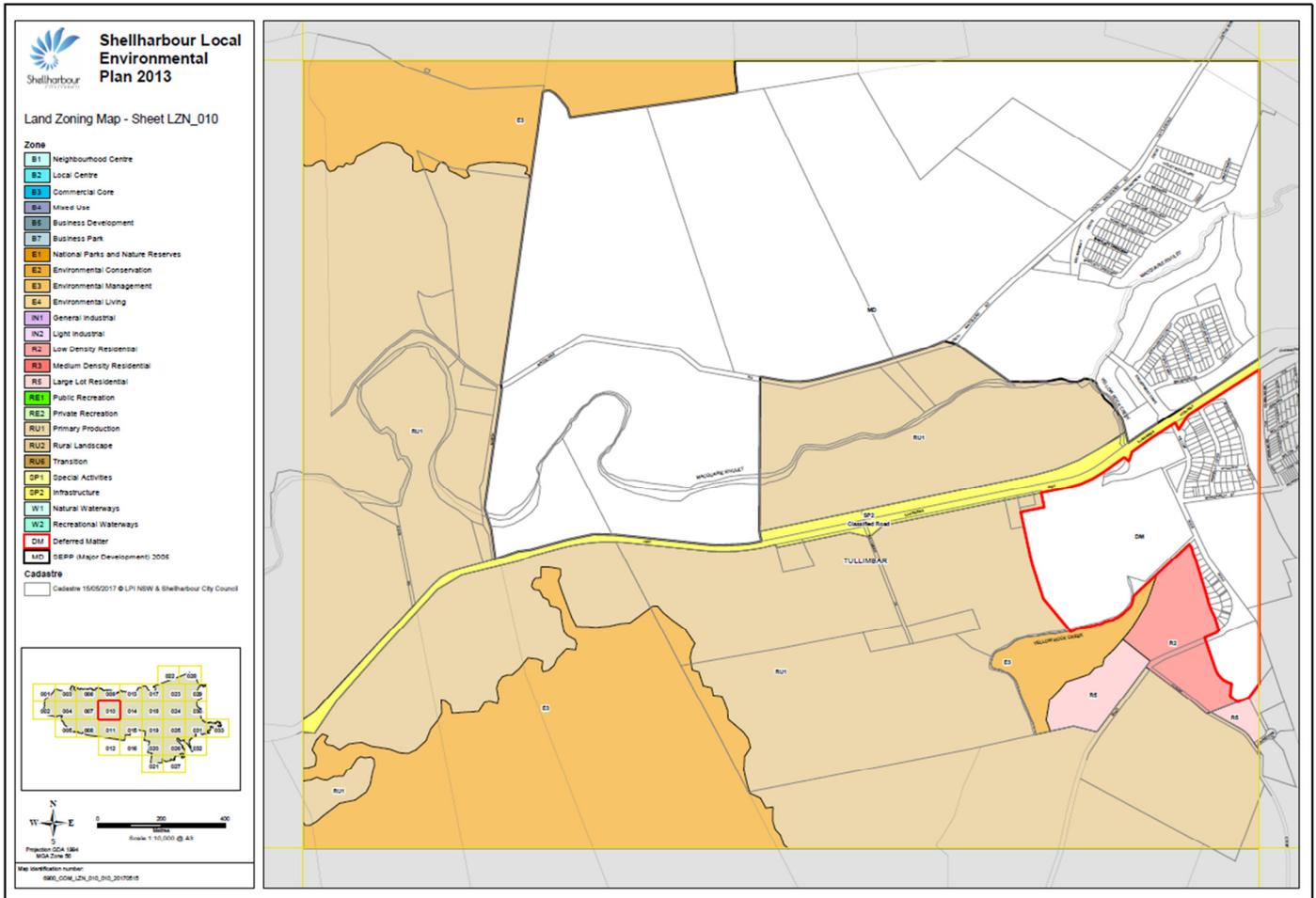
If you have any questions please contact Hayley Sarvanandan on 4221 2423.

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

Yours faithfully

A handwritten signature in black ink, appearing to read 'Joanne Parrott'.

Joanne Parrott
Senior Manager Regional Customer Services
Southern Region





CALDERWOOD

Concept Subdivision Plan



NOTES:
 1. All new riparian links constructed by CALDERWOOD
 2. Plans to be subject to detailed design & approvals
 3. Plans to be subject to approval by responsible authority

Client: **Urbanco**
 Plan No: **NSC/CA-001/02**
 Version: **02**
 Date: **13 August 2019**
 Scale: **1:2,891 @ A1**

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RMS requires the matters outlined below to be addressed.

- RMS requires an assessment of the traffic implications of the planning proposal on the broader road network and identification a legal binding planning mechanism to ensure this impacts are adequately mitigated by way of new infrastructure (delivered as works in kind) and/or monetary contributions for new infrastructure.

Notes:

- The initial Calderwood land release was approved by the Department of Planning by way of Concept Plan Major Project Application. The traffic implications of this land release on the broader state road were considered by RMS between 2009 and 2012 in collaboration with the Department of Planning and Environment (DP&E), Wollongong City Council and Shellharbour City Council as part of a wider catchment which also included the land releases of West Dapto and Tallawarra. This process included the engagement of a consultant, Gabites Porter, to undertake strategic transport modelling to understand the impacts and identify the nature and timing of state road infrastructure upgrades required to accommodate the land releases. Some key upgrades on regional roads were also identified.
- From this analysis, DP&E prepared a draft special infrastructure contribution (SIC) for development within the land releases to obtain contributions for future Government delivered infrastructure. While this draft SIC has not yet been adopted, RMS notes and supports the fact that the contribution rate identified within the draft SIC has been used as a basis for monetary contributions under voluntary planning agreements (VPAs) to allow developers to meet the LEP urban release area 'satisfactory arrangements' clause (such as the Lend Lease agreement referred to in their documentation). The developer must reach satisfactory arrangements with the Department of Planning and Environment for contributions to state and regional infrastructure.
- The traffic implications associated with this planning proposal were not considered in this process and an appropriate methodology to consider these implications needs to be identified by the proponent and accepted by RMS

- The existing SP2 zone and road widening order which currently exists over the southern portion of the site must be retained.

Notes:

- The indicative layout sketch provided for a future subdivision on the land (Attachment 2) shows residential lots encroaching on this land. This is not acceptable. Please note, Section 26 of the Roads Act, 1993 states that there must not be any constructions on land affected by road widening orders and consent may not be given with respect to a classified road except with the concurrence of RMS. RMS believes the SP2 zoning could potentially help facilitate road upgrades in the future therefore does not support removal of the widening.
- With reference to the email dated 29th October 2019 regarding a similar acquisition over the properties to the east and west of the subject site, RMS can confirm that although the SP2 zoning has been removed the road widening order is still in place as shown in Attachment 4.

- RMS is willing to consider the proposed roundabout treatment for the intersection of Illawarra Highway and Tullimbar Lane. The proposal would need to be supported by a traffic analysis including modelling and a concept design which included details of the works proposed to support the change in speed zone required to allow a roundabout.

Notes:

- The modelling would need to consider AM and PM peak periods.
- The modelling would need to consider a base case scenario to understand the existing performance of the intersection, the likely traffic generation (over the next 10

years, both background growth and from development in the immediate area) and the future performance of the intersection (with the proposed residential lots).

- Electronic copies of modelling files need to be provided to RMS for review
 - The concept needs to be compliant with Austroads Guide to Road Design, including demonstrating relevant sight distances are available and demonstrating the design can accommodate the swept paths of the largest vehicles likely to undertake each movement.
 - The concept design needs to show property boundaries to demonstrate the works can be constructed within the road reserve. The concept design also needs to detail the suite of measures proposed on this stretch of the Illawarra Highway to support the change in speed zone required to allow a roundabout (i.e. kerb and gutter, street lighting etc).
- RMS believes the planning proposal would need to ensure there is future connectivity to the adjacent lot (to the west) to preserve the functionality of the Illawarra Highway (i.e. minimise the number of accesses).

Notes:

- Provision of a public road reserve between the subject site and the land immediately to the west (i.e. Lot 100 of DP1251724).
 - A concept design of a future road on this public road reserve to demonstrate a road in constructible (i.e. in terms of vertical and horizontal alignment considering the constraints of the site).
 - Appropriate internal road design to ensure the connecting road/s are suitable to accommodate additional traffic in the future.
- Identification and provision of appropriate infrastructure to support walking, cycling and public transport, both within the site itself and connecting to existing and/or proposed networks.

