

4 February 2025

TfNSW reference: STH24/00820/001 (STH23/00106)

Your reference: PP-2022-1940

Senior Strategic Planner

Goulburn Mulwaree Council

By Email: dialina.day@goulburn.nsw.gov.au

CC: council@goulburn.nsw.gov.au

Attention: Dialina Day

**PP-2022-1940 – Residential Rezone: C3 to R5 – LOTS: 103 & 104 DP: 1007433 – 515
Crookwell Road KINGSDALE**

Dear Dialina

Transport for NSW (TfNSW) refers to Council's request for comments email dated 17 December 2024 requesting comments on the subject Planning Proposal (PP).

TfNSW notes the Chapter 8.13 of Council's Development Control Plan has been prepared to support the Sooley Precinct particularly, TfNSW also notes and supports the provisions which intend to ensure subdivision certificates are not released until the appropriate road infrastructure upgrades are installed.

Provided Council is satisfied these provisions are enforceable, TfNSW has no objections to the planning proposal.

TfNSW has some concerns regarding the proposed subdivision layout and the strategic designs to support the road network upgrades. These are detailed in Attachment 1. TfNSW requests these are addressed prior to the release of any Subdivision Works Certificates for the precinct (should the planning proposal proceed).

If you have any questions, please contact Liliana Hutchinson, Development Services Case Officer, 9595 5038 or email development.south@transport.nsw.gov.au.

Yours faithfully



Chris Millet

Manager Development Services South

OFFICIAL

PP-2022-1940 – Residential Rezone: C3 to R5 – LOTS: 103 & 104 DP: 1007433 – 515 Crookwell Road KINGS DALE

Context

TfNSW notes for this PP:

- The key state road is Crookwell Road,
- An amendment is proposed to the Goulburn Mulwaree Local Environmental Plan 2009 (GMLEP 2009) to:
 - Rezone the subject site from C3 Environmental Management to R5 Large Lot Residential (refer to **Attachment 2**).
 - Amend the prescribed minimum lot size for the site under the GMLEP from 40ha to 2ha. This will permit the subdivision of the land into 24 low density residential lots,
- A Traffic Impact Assessment (TIA) has been prepared by Stantec on 10 November 2023,
- Conditional Gateway Determination was made in May 2024,
- A staging plan for the Sooley Precinct URA and associated provisions for inclusion within the *GMDCP 2009* is shown in **Attachment 3**. The staging plan indicates that the shared access for this PP and for 407-457 Crookwell Road PP will be delivered first and the secondary (northern access) will be installed *if required*,
- The site is prone to bushfires and as such, a secondary access from the proposed subdivision to Crookwell Road has been identified,
- The shared access between the two proposed subdivisions will benefit 515 Crookwell Road and burden 407 Crookwell Road,
- Lot: 104 DP: 1007433, located north of the proposed subdivision, is owned by the applicant, and has frontage to Onslow Road (local road managed by Council).

Proposed subdivision layout

Secondary access for emergency purposes

TfNSW notes the northern access shown in **Attachment 2** is proposed to address fire safety issues. Wherever possible, TfNSW seeks to minimise accesses to State roads. Statistics indicate that increasing the number of access points increases the risk of crashes. TfNSW advises:

- The northern access would not be required if the subdivision at 407-457 Crookwell Road proceeds first. In this case, TfNSW would not support the proposed northern access.
- Notwithstanding the above, TfNSW requests an alternate secondary access arrangement to the existing local road network be considered (i.e. via Onslow Road).

Future planning proposal

TfNSW believes there is always potential for unplanned rezoning of land, and with a view to minimising access points, TfNSW believes it is important the subdivision layouts consider and provide for future planning proposals. In this regard, to minimise the need for future intersections on Crookwell Road, the subdivision layout of this precinct needs to include a connection to Lot 104 of DP1007433 and it will need to be demonstrated that the connection is on a constructible alignment (i.e. be supported by typical long section of the future road).

Buses

TfNSW notes the TIA recognises the importance of having bus facilities to service both subdivision proposals and acknowledges the current bus service accommodates children of school age. To reduce vehicle trips into Goulburn from both proposed subdivisions, TfNSW recommends further discussion with Council and the local bus providers to identify a stop (or series of stops) within the proposed new development. Please see the [Guidelines for Public Transport Capable Infrastructure in Greenfield Sites](#) for further information.

Strategic designs

TfNSW notes the strategic designs prepared for 407-457 Crookwell Road are intended to support the southern access for this precinct too. The following comments are provided:

- a. The taper for the deceleration lane into the new proposed access road appears to be 20m which is less than the required 35m as per Austroads Guide to Road Design (AGRD),
- b. There is currently a BAR into an access on the southbound side of the road around chainage 600 which is being removed by the widening. This should be reinstated,
- c. There is currently a BAR into an access on the southbound side of the road around chainage 790 which is being impacted by the widening. This should be reinstated,
- d. A v drain poses a hazard to an errant vehicle and is more likely to scour. See AGRD Part 3 and Part 5, The drain should be shaped with a flat bottom to reduce the risk of scouring and an errant vehicle overturning as per AGRD Part 3, section 4.6.1,
- e. Drainage pits and pipes must be compatible with TfNSW requirements,
- f. A 1.5m wide verge is required where barrier is installed as per AGRD, section 4.4.1. This allows for deflection in behind any approved TfNSW barrier,
- g. The concrete kerb shown on the northbound side of the road must be in accordance with TfNSW standard drawing R0300-01 and should be an SO shaped drain. Width of flow should be checked to ensure that water is contained within the kerb system,
- h. Provide information showing that aquaplaning has been checked on Crookwell Road to ensure that the widening does not increase flow paths and flow depths to an unacceptable level.

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Attachment 2: Proposed subdivision

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Attachment 3: Staging plan