

18 January 2023

TfNSW reference: STH22/00366/01

Upper Lachlan Shire Council

By Email: sarkinstall@upperlachlan.nsw.gov.au

Attention: Simon Arkinstall

Planning Proposal for 171 lot residential subdivision – Lot 24 DP1119250 – 4273 Goulburn Road, CROOKWELL

Dear Simon

Transport for NSW (TfNSW) is responding to the initial scoping application that was prepared by Laterals Planning and referred on 7 November 2022.

TfNSW has reviewed the information and provides feedback on the submitted documents for the applicant to consider in Attachment 1.

If you have any questions, please contact Steven Yuan, Development Services Case Officer, on 02 9983 2596 or email development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in black ink, appearing to be "S. Yuan".

Steven Yuan

Development Services Case Officer, Development Services

OFFICIAL

Planning Proposal for 171 lot residential subdivision – Lot 24 DP1119250 – 4273 Goulburn Road, CROOKWELL

Context

TfNSW notes for this development:

- The key state road is Goulburn Road;
- Council is seeking initial advice from TfNSW on a future planning proposal to rezone Lot 24 DP1119250 from RU1 Primary Production to R2 Low Density Residential and R5 Large Lot Residential. This will facilitate 171 residential lots. The site is 32.31ha and is located to the southeast of Crookwell town centre; and
- The site has a frontage to Goulburn Road. The proponent is proposing for the development to be accessed via Grange Road, which is a local road.

Preliminary feedback

The Traffic and Parking Impact Assessment will need to address the following:

- The trip distributions that are presented in the Traffic Impact and Parking Assessment need to be justified. This would include an explanation of the assumed travel patterns to access services and facilities in Crookwell and Goulburn.
- TfNSW's preference is for access to and from the development to be via the existing local road network where it is safe and practical to do so. This is in accordance with Section 2.119 – Development with frontage to classified road of the State Environmental Planning Policy (Transport and Infrastructure) 2021.
- TfNSW highly recommends utilising Grange Road to provide access to the proposed subdivision, as per the Traffic Impact and Parking Assessment, if possible.
 - The proponent needs to discuss with Council on whether Grange Road is suitable for access to the subdivision. TfNSW will require that the road be suitable to allow simultaneous traffic movements, and to meet the appropriate council standards and have appropriate drainage if it is to be utilised as access from Goulburn Road.
 - TfNSW is open to further consultation with the proponent and Council, especially on the appropriate access to and from the proposed development.
- An analysis of the intersection of the intersection of the site access road and Goulburn Road. The treatment type is to be determined based on the warrants for basic (BA), auxiliary lane (AU) and channelised (CH) Turn Treatments outlined in Appendix A, and Figure A 10 of 8.21 Austroads Guide to Road Design – Part 4A: Intersections and Crossings – General. The analysis provided needs to:
 - Be supported with current traffic count data, with turn movement diagrams at the intersection for a hypothetical situation where a funeral is held during the AM and PM peak hours, and separating light and heavy vehicles;

- Provide details on the assumptions used for traffic generation, noting that these should be in accordance with RTA Guide to Traffic Generating Developments and associated updated surveys or appropriately justified;
 - Justify the distributions (e.g. north and south to and from the development; and
 - Provide volume plots on Figure A 10 (of Appendix A.8) to identify the appropriate turn treatments
- A SIDRA analysis needs to be provided. TfNSW notes that a SIDRA analysis was included in the initial scoping application. The SIDRA analysis must account for background growth that occurs during the development period. The background growth needs to be added to the baseline volumes and volumes resulting from the proposed subdivision for a more accurate calculation of future volumes. TfNSW recommends a growth rate of 2.0% in line with modelling guidelines.
- Road safety assessment including details on crash history and a sight distance assessment at the local road connections with a classified road. In this instance, there will need to be an assessment of the Goulburn Road/Grange Road intersection. To demonstrate that appropriate sight distances are available, TfNSW will require a scaled concept plan showing the sight distances available and what is required at the access as well as the identification of appropriate mitigation measures to address any concerns;
- Internal road network details need to be provided;
- A swept path analysis in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise an access/connection with a classified road can safely enter and exit;
- The analysis also needs to consider the impacts to traffic accessing key recreational facilities and Crookwell Showground.
- The TIA needs to address public transport provision and active transport links. Active transport infrastructure including pedestrian and cycling links to the town centre needs to be considered in order to incentivise walking and cycling. This, in turn would reduce the amount of vehicle traffic on the state road network.
 - TfNSW notes that Crookwell currently has a thrice daily return bus service to Goulburn, and that a future stop could be added on Goulburn Road near Grange Road if required.
 - The subdivision layout needs to identify and provide cross-section details on collector roads through the subdivision that are capable of accommodating buses. *The Guidelines for Public Transport Capable Infrastructure in Greenfield Sites* (July 2018, see **Attachment 2**) provides details on road infrastructure and road network requirements for consideration.
 - TfNSW highlights that Priority 2.3(a) in Table 1 of the Upper Lachlan Shire Local Strategic Planning Statement 2040 states that towns should be designed for walking and cycling and to promote active transport.
- The TIA needs to highlight the significance of Goulburn Road as a major transport route between Goulburn and Bathurst and also a tourist route that is subject to seasonal variation. Therefore, it is an arterial road and not a collector road as stated in the TIA. The commentary should also highlight the importance of Goulburn Street (Goulburn Road where it passes through Crookwell town centre) and its significance as the main street and for placemaking as the centre for Crookwell's economic, social and cultural activities.

- Details on any oversize and/or over mass vehicle (OSOM) movements associated with the proposal as well as any changes to the road network required to cater for OSOM movements must be provided.