

21 February 2024

Our Ref: STH24/00121/001

Council Ref: F12/281 Scoping proposal Lot 1 & 5 Mount Darragh Rd Lochiel

Bega Valley Shire Council

BY EMAIL: council@begavalley.nsw.gov.au

CC: eschindler@begavalley.nsw.gov.au

Attention: Elizabeth Schindler

PLANNING PROPOSAL PRE-LODGEEMENT ADVICE - AMENDMENT TO THE BEGA VALLEY LOCAL ENVIRONMENTAL PLAN 2013 – LOT: 1 DP: 130034 AND LOT: 5 DP: 750207 (NO.299) MOUNT DARRAGH ROAD, LOCHIEL

Dear Elizabeth,

Transport for NSW (TfNSW) is responding to the Council email dated 14 February 2024 concerning the above Scoping Proposal/request for pre-lodgement advice.

TfNSW has reviewed the information that has been made available and provides the comments in **Attachment 1**. In summary, TfNSW believes that the comments in Attachment 1 need to be adequately addressed before the Planning Proposal (PP) proceeds to public exhibition and assessment.

TfNSW staff would be happy to be involved in an MS Teams meeting with Bega Valley Shire Council staff and the applicant/their traffic consultant to further discuss and clarify the comments provided in Attachment 1.

If you have any questions, please contact Andrew Lissenden, Development Services Case Officer, on 0418 962 703 or email development.south@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Andrew Lissenden".

Andrew Lissenden

Development Case Officer, Development Services (South Region)

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PLANNING PROPOSAL PRE-LODGE MENT ADVICE - AMENDMENT TO THE BEGA VALLEY LOCAL ENVIRONMENTAL PLAN 2013 – LOT: 1 DP: 130034 AND PART LOT: 5 DP: 750207 (NO.299) MOUNT DARRAGH ROAD, LOCHIEL

Context

TfNSW notes:

- The PP seeks to amend the *Bega Valley Local Environmental Plan 2013* (BVLEP 2013) to rezone Lot 1 DP 130034 and Part Lot 5 DP 750207 from Zone RU2 Rural Landscape to Zone C4 Environmental Living. It also seeks to amend the minimum lot size from 120 ha to 1 ha (refer to **Attachment 2**). This will facilitate the creation of 6 residential lots, for this PP site, through a future development application.
- The key state/classified road is Princes Highway to which the PP site has access via Mount Darragh Road. Mount Darragh Road is a regional classified road that is managed by Bega Valley Shire Council (refer to **Attachment 3**).
- The PP site, and the adjacent land, is identified within the *Bega Valley Shire Council Rural Residential Strategy* (BVSC RRS) as an area suitable for rural residential development (i.e. Pambula Catchment – Area 3).
- It provided comments on the BVSC RRS when it was exhibited as a draft in 2019 (refer to the TfNSW letter dated 20 November 2019). The TfNSW advice below aligns with the advice it previously provided.
- The other land that is currently zoned RU2 that is within Area 3 of the Pambula Catchment in the BVSC RRS will also have the opportunity to lodge PP's similar to what is currently being proposed. This will increase the number of vehicle movements at the intersection of the Princes Highway and Mount Darragh Road and place increased pressure on the intersection which may require improvements as a result of the new development and the increased vehicle movements. The impact of this traffic needs to be considered and adequately mitigated.
- It has developed a Roadmap to 2040 for the Princes Highway upgrade between Nowra and the Victorian border. The Roadmap to 2040 identifies what needs to be done in the short, medium and long term to deliver a safe, reliable, efficient and connected network. Further information on the Princes Highway upgrade and Roadmap to 2040 can be obtained by visiting the project website at: <https://princeshighway.nsw.gov.au/tfnsw/phu/roadmap2040>.
- The provided comments are pre-lodgement advice based on the information that has been provided (Scoping Proposal with reference CPL001 and dated 12 December 2023). The TfNSW position is subject to change depending on the information submitted with any future enquiry.

Comments/matters to be addressed.

1. **Traffic Impact Study (TIS):** Contrary to comments in the submitted Scoping Proposal that no additional supporting material is required with respect to traffic and access to support this PP (refer to Section 5.2.5.1), TfNSW believes that a TIS should be provided as part of a future PP. This will enable the Council and TfNSW to understand the impacts that this PP will have on both the regional classified road network (managed by the Council) and the state classified road network (managed by TfNSW). For TfNSW this is specifically the intersection of Mount Darragh Road and the Princes Highway although TfNSW concurrence will be required for any works within Mount Darragh Road (refer to additional comments under Point 3 below). While acknowledging that this PP will result in 6 lots, consideration needs to be given to the cumulative impact of the development that is planned within Area 3 of the Pambula Catchment in the BVSC RRS. This, in part, will identify works that are required and need to be funded by the development that the BVSC RRS envisages will occur in Area 3 of the Pambula Catchment.

The TIS must be prepared by a suitably qualified consultant and include but not be limited to:

- a) An assessment against the applicable criteria/key issues in Table 2.1 of the RTA's *Guide to Traffic Generating Developments*.
- b) An assessment against the applicable criteria/key issues in Austroads publications, particularly the *Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments* and *Part 3: Traffic Studies and Analysis Methods*.
- c) An assessment of the suitability of the local road connection to the state classified road network for both the current and future intersection performance from a safety and efficiency perspective. This includes:
 - i) an explanation of assumed travel patterns (i.e. trip distributions) to access services and facilities;
 - ii) an assessment of the Mount Darragh Road and the Princes Highway intersection. This would include both a turn warrant assessment and SIDRA modelling. The turn warrant assessment would include volume plots on Figure 3.25 in *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* to determine appropriate turn treatments for left and right turning vehicles for the current and future traffic volumes. The SIDRA Modelling needs to:
 - ensure the existing base model is calibrated with on-site observations. For instance, queue lengths and/or delays; and
 - include a 10-year future growth scenario and a scenario where all the land within Area 3 of the Pambula Catchment in the BVSC RRS is rezoned to enable future residential development.

Electronic copies of all SIDRA files need to be provided to TfNSW for review.

Both the above assessments provided must ensure that the traffic count data used is current and assess/consider the impacts of the additional vehicle movements generated by this PP as well the additional vehicle movements generated by similar PP's undertaken on the adjacent land that is within Area 3 of the Pambula Catchment

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in the BVSC RRS (i.e. assess the individual impacts of the PP and cumulative impacts of future PP's). The future development potential for the land in the Pambula Catchment (Area 3) should use the same assumptions that this PP is using (e.g. 1-hectare minimum lot size, the inclusion of other forms of residential development so it is not one dwelling per lot created, etc).

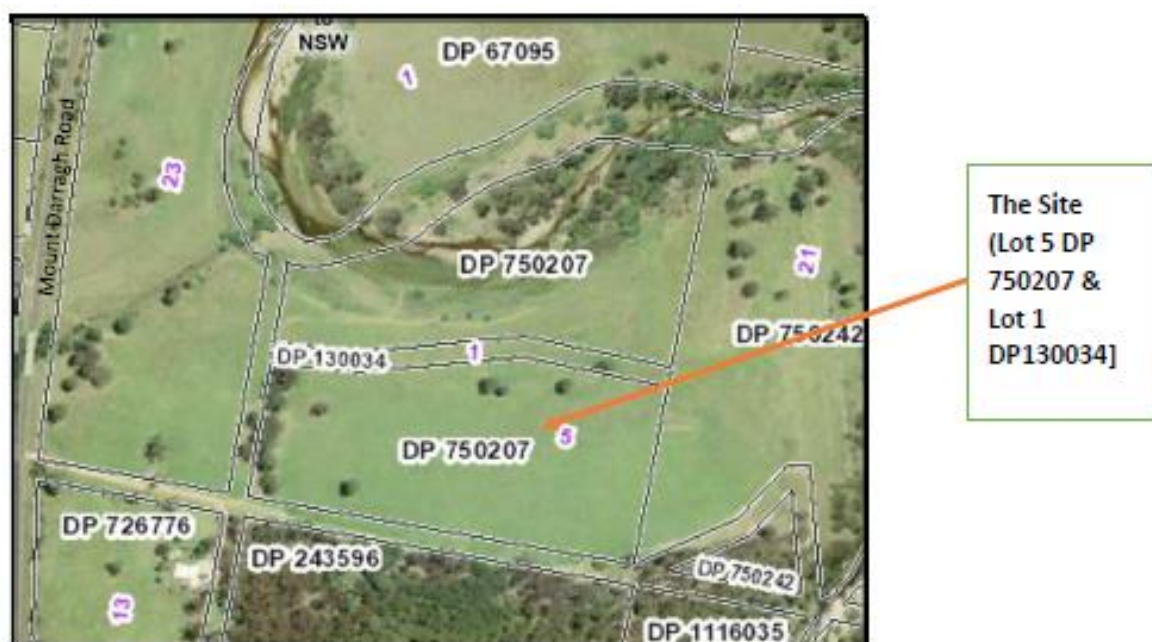
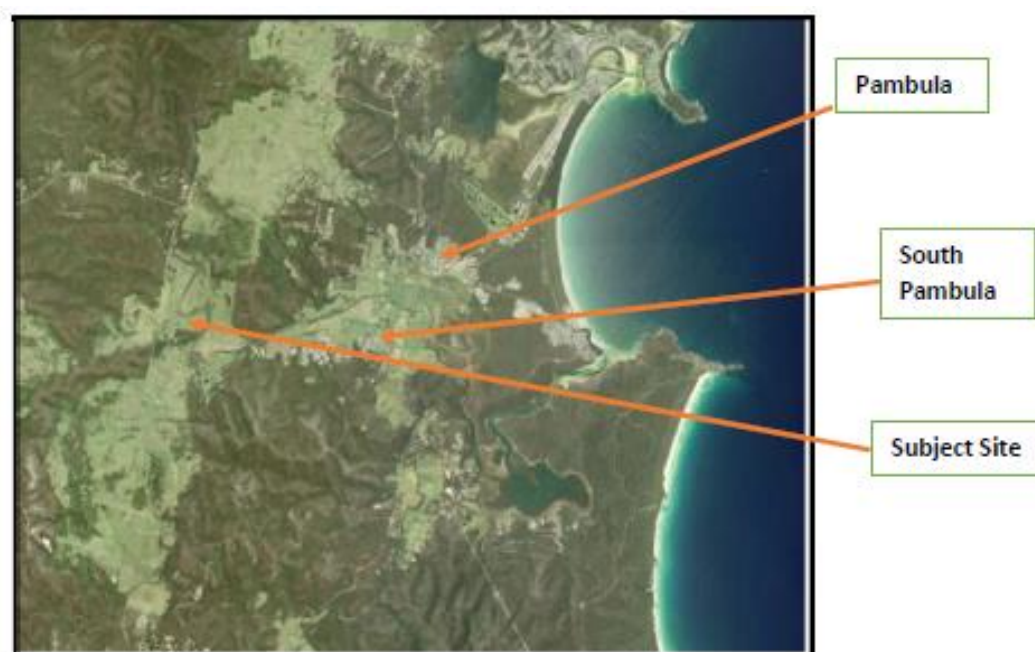
- d) Identify appropriate measures to mitigate the impact of this PP and the development of the other land in Area 3 of the Pambula Catchment in the BVSC RRS. Both scenarios are to ensure the safety and efficiency of the Princes Highway at the intersection of Mount Darragh Road and the Princes Highway is not adversely impacted.
- e) Detail appropriate arrangements to support public transport including school bus services, and how the subject land can be serviced. It should ensure the road network complies with the TfNSW Guidelines for Bus Capable Infrastructure in Greenfield Sites, July 2018 Version 1 which is accessible through the following link - [Guidelines-for-Bus-Capable-Infrastructure-in-Greenfield-Sites.pdf](#). The guideline highlights the necessary requirements for bus infrastructure in new development areas. It is important to ensure that future occupants will have access to bus infrastructure for their transportation needs and that changes to the road network will not be required in the future to enable the provision of bus services.
- f) Base the trip generation rates for the existing and new residential dwelling on the maximum value of 0.85 and 0.90 in regional areas for the AM and PM peak hours respectively (as detailed in NSW Technical Direction (TDT) 2013/04a).
- g) Ensure the assessment of traffic that will be generated considers the permissible types of development within the new zoning (i.e. secondary dwellings, dual occupancy, tourist and visitor accommodation). TfNSW has concerns with the assumption of 1 dwelling per lot noting that the proposed zoning will permit other forms of residential development that will result in greater vehicle movements than a single dwelling house per lot. Agreement shall be reached with the Council as to the percentage of lots that could contain more intensive forms of development.
- h) An assessment of the sight distances available and their compliance with Austroads requirements at the key intersections (i.e. Robinsons Road and Mount Darragh Road, Mount Darragh Road and the Princes Highway) including the identification of mitigation measures to improve non-compliance.
- i) Facilities/infrastructure for pedestrians and cycling. TfNSW strongly supports PP's and subsequent development that will encourage the use of sustainable modes of travel including bicycles and walking. As such, TfNSW recommends that the PP ensures that it supports, to the greatest extent possible, the aims and objectives of the State Government policies dealing with this matter.
- j) Provide a strategic design for any identified road upgrades. These designs shall address the requirements as detailed in the TfNSW Strategic Design Requirements fact sheet which is accessible through the following link - [Strategic Design Fact Sheet](#). For works that require the concurrence/approval of TfNSW, the strategic design should be approved by the relevant road authority before the finalisation of the PP.

2. **Funding:** Consideration needs to be given to how any required upgrades will be delivered and funded to ensure that they are provided when they are required. As such, the Council will need to be satisfied that appropriate mechanisms are in place for the funding of any required road network upgrades (e.g. required improvements to the intersection of the Princes Highway and Mount Darragh Road as a result of the cumulative impact of the development of the suitable land for rural residential development in Area 3 of the Pambula Catchment that is identified within the BVSC RRS).

If appropriate planning mechanisms to obtain contributions for the upgrades and/or provide the upgrades as part of the PP are not established at the rezoning stage, the opportunity for developers to contribute to necessary upgrades may be lost. This is likely to lead to unacceptable impacts. Any upgrades and/or additional infrastructure required, are to be implemented at no cost to TfNSW and be agreed upon at the PP stage.

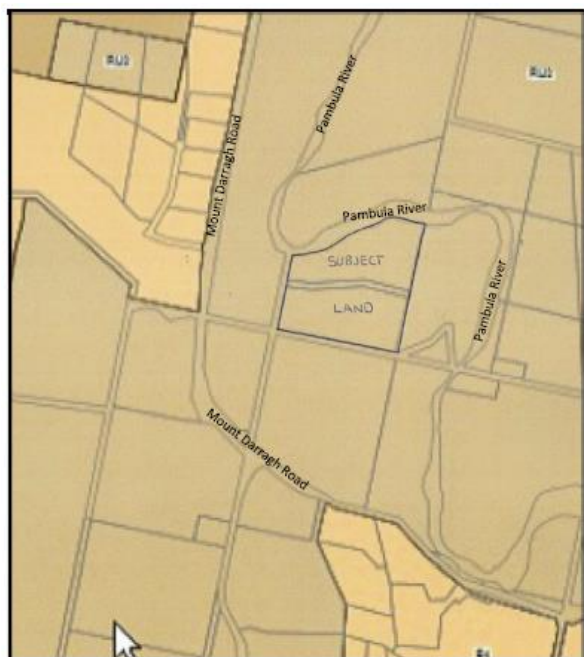
3. **Other general comments:**

- a) TfNSW has no current plans or funding to investigate, develop, and deliver road infrastructure upgrades along the Princes Highway at its existing connection with Mount Darragh Road.
- b) Council will need to determine whether the access arrangements at the intersection of Mount Darragh Road (a regional classified road) and Robinson Road (a local road) are appropriate to cater for the PP (e.g. does the intersection need to provide a Basic Right (BAR) turn treatment and Basic Left (BAL) turn treatment to enhance safety at the junction, does sight distance comply with Austroads standards and/or are works required to improve sight distance, etc). TfNSW would suggest that a 2-dimensional strategic design of required works be provided as part of the PP to clarify the scope of works and demonstrate that a compliant design can be constructed within the road reserve). Provided the Council is satisfied that any works required on Mount Darragh Road are acceptable, taking relevant standards and guidelines into consideration, TfNSW would issue its concurrence under Section 138 of the *Road Act 1993*.
- c) Concurrence under Section 138 of the *Roads Act 1993* will be required from TfNSW for any works that are required within the Princes Highway road reserve (e.g. improvements to the intersection of Mount Darragh Road and the Princes Highway).
- d) Council should consider facilitating the preparation of a single TIS for the land within Area 3 of the Pambula Catchment in the BVSC RRS to address the requirements above. Noting that comments have now been provided by TfNSW for two PP's in Area 3, the preparation of a single TIS that considers all development within Area 3 catchment would represent a holistic approach that would involve all relevant landowners rather than a piecemeal approach that results in multiple TIS's being completed at different times in different ways.

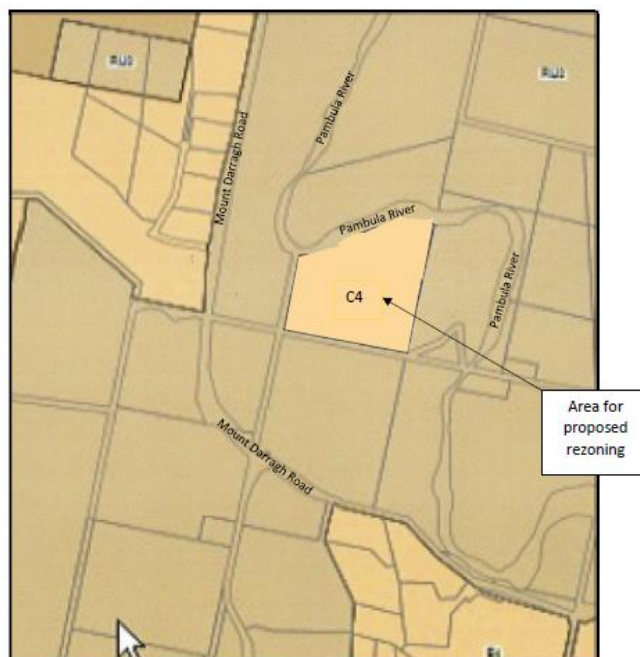
PP site location

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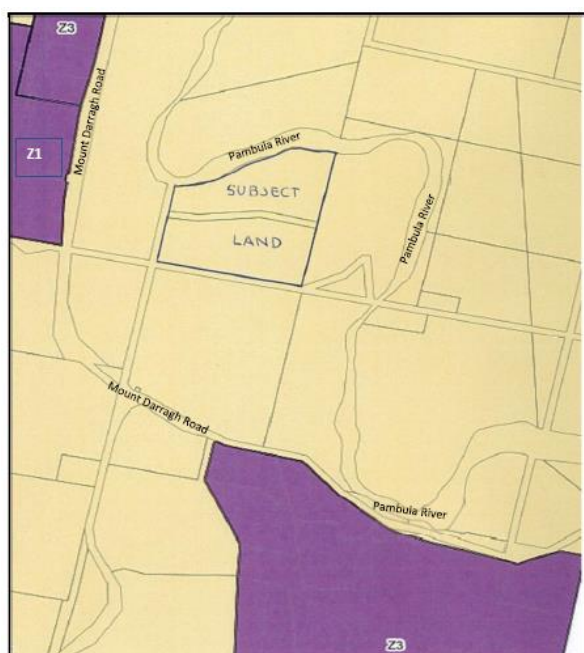
BVLEP 2013 land zoning Map (current)



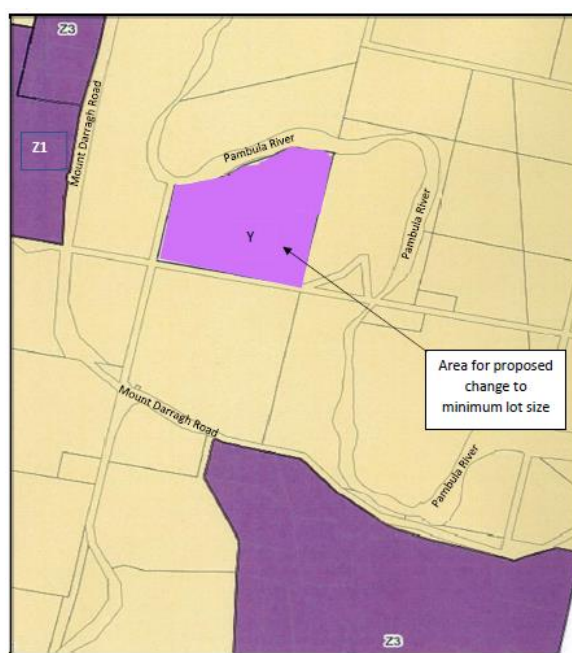
BVLEP 2013 lot size Map (proposed)

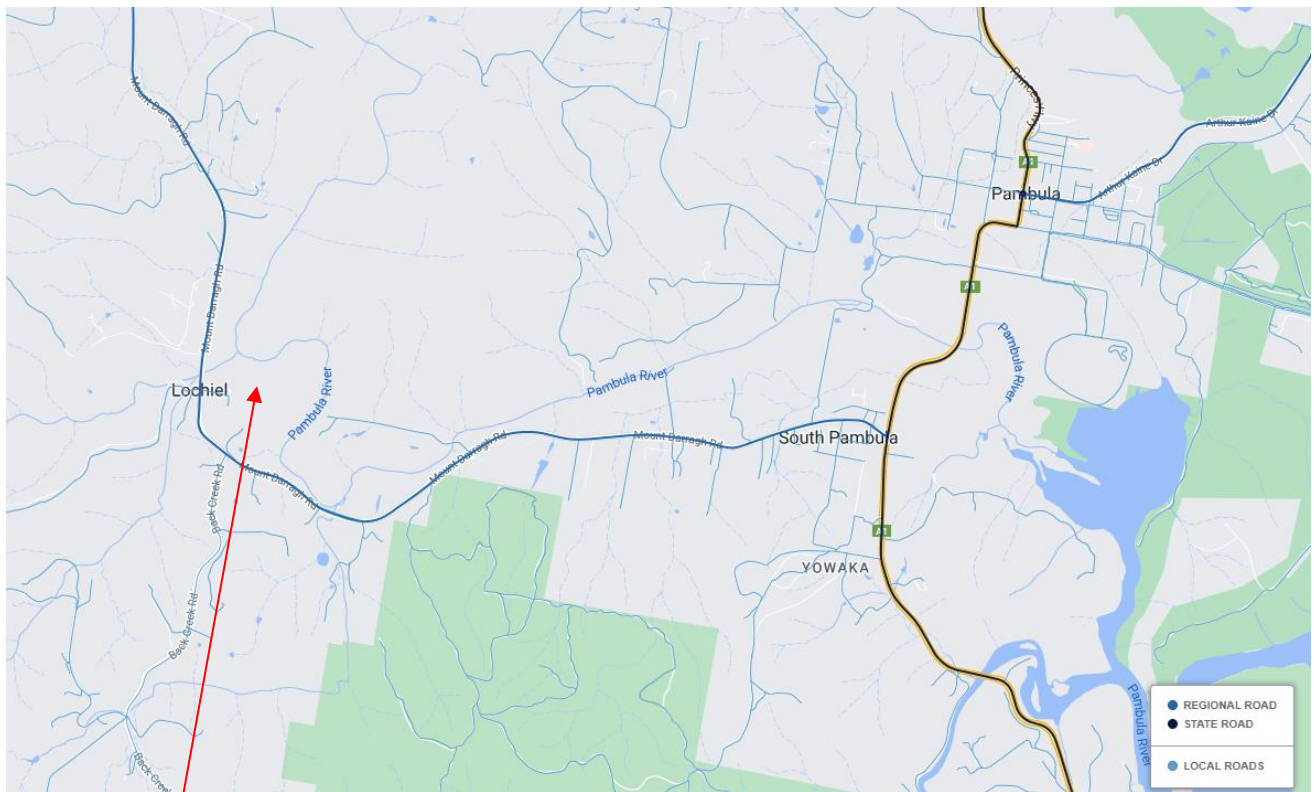


BVLEP 2013 Lot Size Map (current)



BVLEP 2013 Lot Size Map (proposed)





PP site

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