

Our ref: STH11/00052/48
Contact: Elira Reynolds 02 9549 9397
Your ref: DA.2021.1549 (CNR-30198)

8 February 2022

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Queanbeyan-Palerang Regional Council
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CC: council@qprc.nsw.gov.au

DEVELOPMENT APPLICATION 2021.1549 – GOOGONG TOWNSHIP, NEIGHBOURHOODS 3, 4 & 5 (NH345), SUBDIVISION AND ASSOCIATED WORKS

Dear Alex

Transport for NSW (TfNSW) refers to your correspondence dated 21 January 2021 regarding the subject development application (DA).

TfNSW has completed an assessment of the DA, based on the information provided and focussing on the impact to the state road network. TfNSW notes for this DA:

- The proposal includes subdivision of Neighbourhoods 3, 4 and 5 (NH345) into 1476 single residential lots, 20 superlots for future subdivision, 16 lots for future approval for residential use, and seven part lots (approximately 2000 dwellings). The proposed works also include the construction of public reserves, roads and drainage reserves associated with the subdivision.
- Council is seeking advice from TfNSW to assist in its assessment under Clause 104 of the State Environmental Planning Policy (Infrastructure) 2007.
- The development proposes access to Old Cooma Road (a regional classified road). TfNSW entrusts Council to manage the impacts of development on regional roads.
- TfNSW has reviewed the arrangements for the proposed traffic signals at the Bunyip Drive/Wellsvale Drive intersection (shown in **Attachment 1**) and is satisfied with the modelling and designs provided to date.

Having regard for the above, TfNSW will not object to the DA subject to the conditions outlined in **Attachment 2** being included in the conditions of development consent. The comments in **Attachment 3** are provided for Council's consideration.

TfNSW highlights that in determining the DA under Part 4 of the *Environmental Planning and Assessment Act, 1979*, 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 the conditions of development consent. Depending on the level of environmental assessment undertaken to date and nature of the works, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works.

Upon determination of this matter, it would be appreciated if Council could send a copy of the Notice of Determination to development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Chris Millet', with a stylized flourish at the end.

Chris Millet
Manager, Development Services
South Region

See attached concept design titled Attachment 1

Prior to the issuing of the Subdivision Works Certificate, the developer must:

1. Enter into a Works Authorisation Deed (WAD) with the TfNSW, or other suitable arrangement as agreed to by TfNSW, for the proposed signals at the Bunyip Drive/Wellsvale Drive intersection.

Notes:

- A WAD is a legally binding contract between TfNSW and the developer, authorising the developer to undertake works on a State road and/or install traffic signals.
- To progress the WAD, the developer needs to email a copy of the conditions of development consent to development.south@transport.nsw.gov.au.
- All roadworks and traffic control facilities must be undertaken by a pre-qualified contractor. A copy of pre-qualified contractors can be found on the RMS website at: www.rms.nsw.gov.au/business-industry/partners-suppliers/tenders-contracts/prequalified-contractors.html
- Any new services or modifications to existing services associated with this development application that involve works on, over or under the Gorman Drive/Wellsvale Drive intersection (as defined the area from kerb to kerb) must be incorporated into, and managed under, the Works Authorisation Deed for the project. Note: It is the developer's responsibility to identify these works to TfNSW project manager.
- More information on WADs can be found at:
www.rms.nsw.gov.au/documents/projects/factsheet-development-process.pdf

Prior to the commencing works within the road reserve, the developer must:

1. Obtain TfNSW acceptance to the detailed design.

Notes:

- Any new services or modifications to existing services associated with this development application that involve works on, over or under the Gorman Drive/Wellsvale Drive intersection (as defined the area from kerb to kerb) must be incorporated into, and managed under, the Works Authorisation Deed for the project. Note: It is the developer's responsibility to identify these works to TfNSW project manager.
 - The traffic signals must be designed in accordance with Austroads Guide to Road Design Part 4a: Unsignalised and signalised intersections, Austroads Guide To Traffic Management Part 6: Intersections, Interchanges and Crossings (2007) and the RTA's Traffic Signal Design (2008)
 - Where required, lighting must be upgraded/provided in accordance with Australian Standard AS/NZS1158.
 - Pavement design associated with the signals (i.e. the detectors) must be in accordance with Austroads standards.
 - TfNSW's acceptance of the detailed design will also represent its consent under Section 87 of the Roads Act, 1993.
2. Apply for, and obtain a Road Occupancy Licence (ROL) from the TfNSW Traffic Operations Unit (TOU) prior to commencing roadworks on a State road or any other works that impact a travel lane of a State road or impact the operation of traffic signals on any road.

Notes:

- For information on the ROL process and to lodge an ROL application, please visit <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>
- The applicant will need to create an account (this may take a few days to register), prior to submitting the ROL application. The applicant must submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon TfNSW receiving an accurate and compliant TMP.
- The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU.

- *An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by TfNSW Project Manager.*

Prior to the issuing of the Subdivisions Certificate, the developer must:

1. Complete all signals works to the satisfaction of TfNSW or as otherwise agreed to by TfNSW.

TfNSW provides the following comments for consideration of the proposed signalised intersection during detailed design:

1. It is TfNSW practice to provide an opportunity for right-turning cyclists to exit the on-road bicycle lane in advance of the intersection via a suitable kerb ramp and connecting path, cross via the signalised pedestrian/cyclist crossing, and rejoin the on-road bicycle lane on the cross road (if one is provided). The provided drawings have been updated to include head start boxes to store a cyclist in advance of a vehicle stopped at the intersection. This will reduce the conflict for cyclists with left-turning vehicles but does not address the issue for right-turning cyclists.