



Our ref: STH09/01787/45  
Contact: Hayley Sarvanandan 4221 2423  
Your ref: Land Use Plan

3 December 2019

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

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

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Dear Michael

Roads and Maritime Services (RMS) refers to your correspondence dated 26<sup>th</sup> November 2019 regarding the subject development application.

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 RMS' comments on the updated concept plan (Attachment 1) following RMS response dated 18<sup>th</sup> November 2019 (Attachment 2).
- The updated concept plan maintains the road widening strip along the Illawarra Highway zoned SP2 and provides a road connection to the adjoining Lot to the west (Lot 100 DP1251724). Following recent telephone discussions with Urbanco regarding the existing road widening; RMS reiterates that the road widening along the Illawarra Highway zoned SP2 must remain as shown in the current LEP (Attachment 3).
- The proposal seeks to construct a roundabout to provide access to the southern portion of the site and proposes an additional left in, left out arrangement to the east of the roundabout as shown in Attachment 1.

RMS would be willing to consider the planning proposal subject to the comments in Attachment 4 being addressed.

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

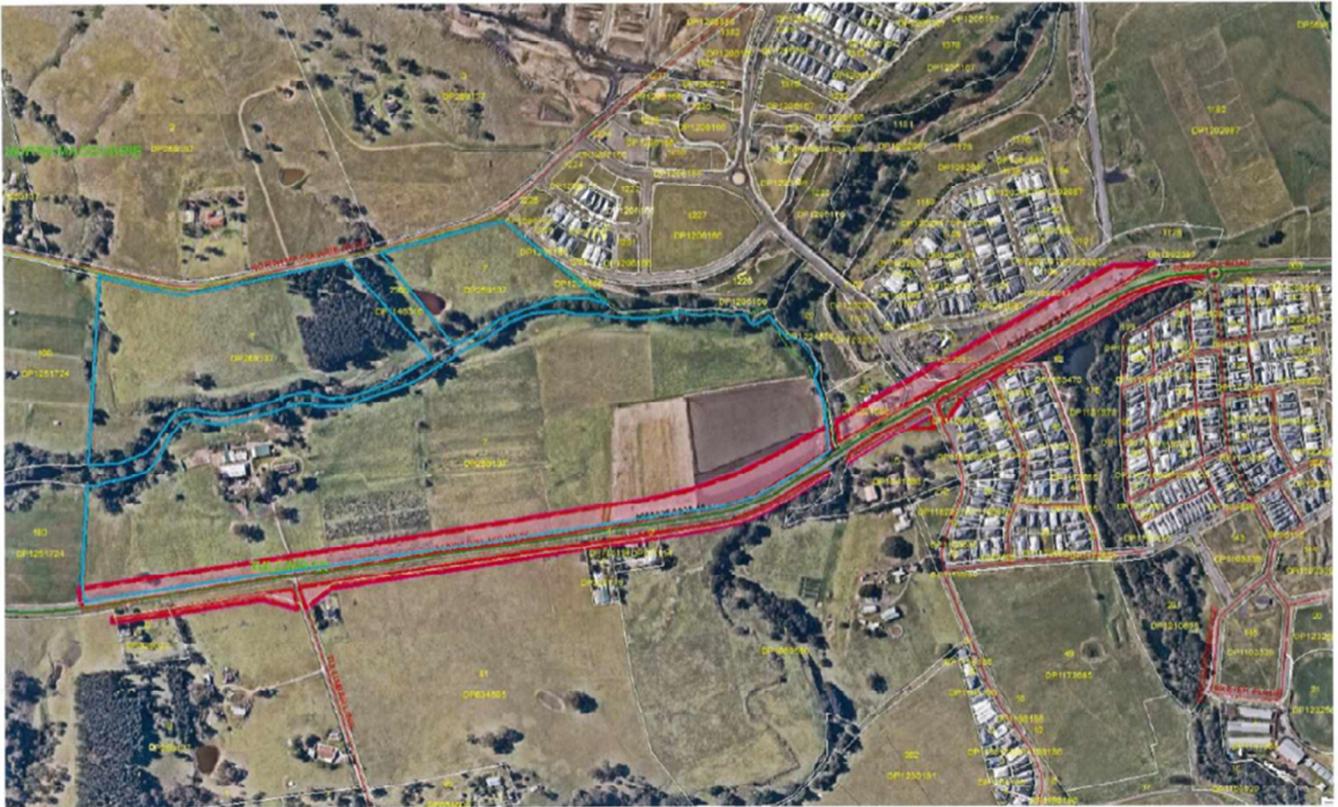
Please ensure that any further email correspondence is sent to [development.southern@rms.nsw.gov.au](mailto:development.southern@rms.nsw.gov.au).

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Chris Millet', written in a cursive style.

Chris Millet  
Manager Land Use  
Southern Region





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

- 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 do not generally support multiple access points onto a classified road, an additional access would only be considered if it was demonstrated that utilising the proposed roundabout at the intersection of Tullimbar Lane and Illawarra Highway was not practical.

- RMS requires a concept design demonstrating the future road connectivity to the adjoining Lot to the west (lot 100 DP1251724) is constructible (i.e. in terms of vertical and horizontal alignment considering the constraints of the site) and 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.