

Our ref: STH09/01787/49  
Contact: Hayley Sarvanandan 4221 2423  
Your ref: MP09\_0082 MOD 4

25 March 2020

Hayden Calvey  
Cardno  
BY EMAIL: hayden.calvey@cardno.com.au

## **MODIFICATION TO CONCEPT PLAN FOR CALDERWOOD (MP 09\_0082 – MOD 4)**

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Dear Hayden

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 17<sup>th</sup> March 2020 regarding the subject development modification.

TfNSW has completed an assessment of the information provided and focussing on the impact to the state road network. For this development, the key state road is the Illawarra Highway.

TfNSW notes the following:

- The modification will generate additional traffic (i.e. increase in residential development yield from 4,800 to 6,000 would generate additional traffic). The impact of this traffic needs to be considered and adequately mitigated.
- The additional development will have access via Calderwood Road, Broughton Avenue and Escarpment Drive, all of which connect to the Illawarra Highway.
- The information submitted on 17<sup>th</sup> March 2020 requests comments on the proposed options for signal phasing arrangements and configuration proposed for the Tripoli Way/Broughton Avenue intersection.

TfNSW has reviewed the modelling and phasing options along with the response provided from Cardno. The SIDRA phasing shows that the removal of the right turn filter arrangement results in a reduced performance. TfNSW believes it is not possible at this stage to confirm if a filter option would be supported at this location using a concept design only, a site inspection will be required prior to commissioning to determine if a right turn filter is appropriate. Even then, the retention of the filter would be subject to there being no ongoing safety issues. Recognising this, coupled with the fact that the split approach does not perform at an acceptable level without the filter, TfNSW's preferred phasing option is the double diamond arrangement.

Given the above, and referring back to TfNSW response letter dated 15<sup>th</sup> October 2019 (Attachment 1) the outstanding matters outlined in Attachment 2 need to be addressed for the preferred phasing arrangement (double diamond).

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', with a stylized flourish at the end.

Chris Millet  
Manager Land Use  
Southern Region

CC: [council@shellharbour.nsw.gov.au](mailto:council@shellharbour.nsw.gov.au);  
[sarah.kelly@lendlease.com](mailto:sarah.kelly@lendlease.com); and  
[lawren.drummond@planning.nsw.gov.au](mailto:lawren.drummond@planning.nsw.gov.au)

**Attachment 1 – please see separate email attachment**

An updated concept design is required to reflect the preferred phasing arrangements and to address the following comments.

**Illawarra Highway and Broughton Avenue**

- RMS is concerned with the alignment of the Tripoli Way extension with respect to sight lines on the southbound approach to the traffic signals. Sight lines need to be shown on the plan to demonstrate compliance with Austroads standards.
- The layout plan for the proposed treatment for the intersection of the Illawarra Highway, Tripoli Way and Broughton Avenue does not show the road/property boundaries clearly. RMS believes the dotted red line (Proposed site boundary) to be misleading). RMS requests only the property boundaries be shown.

**Calderwood Road and Tripoli Way**

- The layout plan for the proposed treatment for the intersection of the Tripoli Way and Calderwood Road does not show the road/property boundaries clearly. RMS believes the dotted red line (Proposed site boundary) to be misleading). RMS requests only the property boundaries be shown.

**Infrastructure commitment and delivery**

As previously advised during the meeting held on the 4<sup>th</sup> March 2020 between Lendlease, Cardno and TfNSW, once the scope of the upgrades for the above intersections is agreed to, TfNSW believes the developer's commitments to provision of state road infrastructure, including the nature of the upgrades, the timing and the planning mechanisms, need to be clarified and agreed to (by TfNSW and DPIE) prior to the proposed modifications to the concept plan. In this regard, and as previously stated, TfNSW believes strong consideration should be given to opportunities to have these upgrades delivered as a works in kind.