

Our ref: STH09/01787/51  
Contact: Chris Millet 4221 2570  
Your ref: MP09\_0082 MOD 4

18 June 2020

Lawren Drummond  
Department of Planning, Industry & Environment  
BY EMAIL: lawren.drummond@planning.nsw.gov.au

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

---

Dear Lawren

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 6<sup>th</sup> May 2020 regarding the subject modification.

TfNSW has completed an assessment of the information provided focussing on the impact to the State road network. For this development, the key State roads are the Illawarra Highway, the Princes Highway, Tongarra Road and the Princes Motorway (including the Albion Park Rail Bypass currently under construction).

TfNSW notes:

- The modification proposes an increase in residential development yield from 4,800 to 6,000.
- Section 1.4 of the updated Traffic and Transport Report details a number of external road infrastructure upgrades to the network which the report states “are not attributable to the proposed modification to the Approved Concept Plan, but nevertheless must be accounted for in the revised traffic and transport assessment”. This includes a four lane Tripoli Way road connection between the Illawarra Highway (Terry Street) in the east and intersection of the Illawarra Highway/Broughton Avenue in the west.
- Section 4.2.3.1 of the updated Traffic and Transport Report identifies an additional two upgrades required to cater for increased traffic generated by the development. The developer’s concept designs for these upgrades are provided in Attachment 1.
- The developer, as part of their Revised Statement of Commitments, proposes to update their existing voluntary planning agreement with the Minister for Planning (State VPA). TfNSW notes a revised letter of offer will be prepared and submitted to the Department.

TfNSW does not support the modification to the Approved Concept Plan in its current form for the following reasons:

- TfNSW believes some of the arrangements being proposed/relied upon to deliver necessary road infrastructure upgrades are not adequate and has concerns the upgrades will not be delivered in a timely manner. If not provided in a timely manner, TfNSW believes the traffic associated with this modification would create congestion and potential road safety issues. Detailed comments are provided in Attachment 2.

- This modification will bring forward the need for broader upgrades on the State road network, such as additional lanes on Princes Motorway and, similarly to development at West Dapto and the Approved Concept Plan for Calderwood, TfNSW believes appropriate contributions need to be made for State infrastructure. TfNSW is not clear how the existing State VPA is proposed to be updated and as such cannot determine whether the proposed arrangements would be acceptable to offset the impact of traffic from this modification on the State road network. TfNSW requests clarification on the content of the developer's proposed letter of offer.

If you have any questions please call me on 4221 2570. 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



Chris Millet  
Manager Land Use  
Southern Region

CC: [council@shellharbour.nsw.gov.au](mailto:council@shellharbour.nsw.gov.au)

Refer to separate document titled Attachment 1

## Tripoli Way

TfNSW notes the proposed modification relies on Tripoli Way link being in place between the Illawarra Highway (Terry Street) in the east and intersection of the Illawarra Highway/Broughton Avenue in the west.

While TfNSW understands the developer is providing funding to Shellharbour City Council for the Tripoli Way link to be delivered as part of the Approved Concept Plan, TfNSW is concerned that the link may not be provided in time to accommodate the additional traffic generated by this modification. This would result in significant congestion on the Illawarra Highway and is likely to create road safety issues.

## Identified intersection upgrades

TfNSW notes Section 4.2.3.1 of the updated Traffic and Transport Report identifies an additional two upgrades required to cater for increased traffic generated by the proposed modification as shown in Attachment 1. TfNSW has been liaising with the developer regarding these layouts. TfNSW has also undertaken some sensitivity modelling to consider the potential network flows should Tripoli Way become the major east-west link. Based on this, TfNSW provides the following comments with respect to the layouts shown in Attachment 1:

### Intersection of Tripoli Way and Calderwood Road

- TfNSW notes the layout does not fit within existing property boundaries.

### Intersection of the Illawarra Highway, Tripoli Way and Broughton Avenue

- The sensitivity modelling indicates the ultimate arrangements need to be split approach for Tripoli Way/Broughton Avenue with a dual right turn from Tripoli Way onto the Illawarra Highway. As such, any interim arrangements needs to cater for a future dual right turn (i.e. the turning paths for the right turn from Tripoli Way on to the Illawarra Highway need to cater for a future dual right turn).
- The sensitivity modelling indicates the right turn from the Illawarra Highway into Tripoli Way will need to be banned for the intersection to operate an acceptable level of service. Based on the future network options available to motorists, TfNSW believes there would be limited demand for this movement. Based on this, TfNSW believes the right turn needs to be removed from any interim signalised treatment (should one be provided).
- Improvements are required for sight distance on the Tripoli Way approach to the signals.
- The layout encroaches on property boundaries in the south west corner.
- The Illawarra Highway on the eastern approach comes close to Tallowa Street. Noting the grades, TfNSW believes this has potential to create stability, safety and potential head light glare.

Given these upgrades are required to cater for the increased traffic demand generated by this modification, TfNSW believes these upgrades need to be provided by the developer. Based on the developer's consultant's letter dated 17 September 2019 (Attachment 3), TfNSW notes the trigger to upgrade the (yet to be constructed four way) roundabout at the intersection of the Illawarra Highway, Tripoli Way and Broughton Avenue to a signalised intersection would be the 5,281<sup>st</sup> lot. Based on this, TfNSW believes both the above upgrades should be provided as works in kind prior to the release of the subdivision certificate for the 5281<sup>st</sup> lot.

Furthermore, TfNSW notes the developer acknowledges land outside of Lend Lease's control is required for these upgrades. TfNSW believes the modification should not be approved until the developer identifies suitable arrangements for this land to be secured by Lend Lease to enable them to provide the necessary upgrades.

Refer to separate document titled Attachment 3