

Your Reference: MP10\_229  
Our Reference: SYD11/1178  
Contact: James Hall  
Telephone: 8849 2047



**Transport**  
Roads & Maritime  
Services

Michael Woodland  
Director, Metropolitan & Regional Projects South  
Department of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Mark Brown**

### **PREFERRED PROJECT REPORT – CRONULLA SHARKS DEVELOPMENT**

Dear Mr Woodland,

I refer to your email correspondence dated 4 April 2012 (Department Reference Ref: MP 10\_229), concerning the abovementioned Preferred Project Report (PPR) and response to submissions, which was referred to the Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

RMS has reviewed the PPR and provides the following comments to the Department for its consideration in the determination of the PPR:

1. The PPR states that RMS has no issue regarding the installation of two signalised intersections to serve the retail/club component of the development. The applicant should submit written documentary evidence to support this claim.

As stated in the Sydney Regional Development Advisory Committee's (SRDAC) letter dated 22 November 2011, only one set of traffic control signals on Captain Cook Drive is supported for the proposed retail/club component of the development and these signals are to be located at the existing intersection of Woollooware Road.

2. In relation to the issue of the full geometric layout requirements for the signals at the intersection of Captain Cook Drive and Woollooware Road the approach adopted within the PPR that this matter be considered at the Project Application stage is considered reasonable and acceptable to RMS.

However, RMS advises that in designing the signalised intersection at the Project Application stage, the site access approach to the proposed signalised intersection shall consist of two right turn lanes and one shared left and through lane. The length of these lanes shall extend as far as practicable to provide maximum storage for departing traffic from the development. This was also advised in the previous SRDAC letter.

3. The geometric layout of the proposed traffic signals on Captain Cook Drive associated with the residential component of the development can also be considered and determined at the Project Application stage.

**Roads and Maritime Services**

4. As advised in the previous SRDAC letter, the proposed northern access to the retail development shall be restricted to left in/left out movements only. The left turn shall include a deceleration lane, which shall be designed and constructed in accordance with Austroads and RMS supplements. The provision of the deceleration lane will require land dedication from the subject site as public road to maintain existing footpath widths. All costs associated with the deceleration lane, including land dedication, shall be at full cost to developer.
5. An un-controlled marked foot crossing (zebra crossing) on Gannons Road south of Captain Cook Drive is not warranted and is undesirable on road safety grounds. The intention of the SRDAC letter was for the placement of a pedestrian refuge facility accompanied by appropriate road widening works to accommodate the new facility to allow the staging of pedestrian crossing activity.
6. The scale of the proposed development and associated traffic generation will add to the existing delays and congestion currently experienced by motorists at the intersections of Taren Point Road/Captain Cook Drive, Gannons Road/Captain Cook Drive and Kingsway/Gannons Road.

However, it is recognised that the cost of upgrading these intersections would be cost prohibitive to the applicant as land acquisition and utility relocation would be required.

The increase in travel times as a direct result of the proposed development, particularly in the PM peak period, should be taken into consideration as part of the determination of the PPR.

7. RMS supports the recommendation by Transport for NSW that consideration be given to the introduction of a temporary shuttle bus to link the site to the Woollooware Station until such time when and if a public bus service is introduced to service the subject development.

Should you require any further clarification in this matter, please do not hesitate to contact the undersigned on 8849-2047 or via email [james.hall@rms.nsw.gov.au](mailto:james.hall@rms.nsw.gov.au).

Yours sincerely,



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