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Job No. 10359

22nd March 2012

Project Manager – Tallawarra Lands
Anthony Savenkov
TRUenergy
Level 33, 385 Bourke Street
Melbourne Victoria 3000

email: *Anthony.Savenkov@truenergy.com.au*

Dear Anthony,

RE: MP 09_0130 - DEVELOPMENT OF TALLAWARRA LANDS, YALLAH

NORTHROP REPORT ON SITEWORKS AND UTILITIES INFRASTRUCTURE – AMENDMENT TO SECTION 12 'BUS TRANSPORT'

We refer to the development of Tallawarra Lands, Yallah. In particular this relates to the Preferred Project Requirements being finalised as part of the current Part 3A Application process. In particular this relates to Northrop reconsidering advice outlined in our 'Report on Siteworks and Utilities Infrastructure', prepared to support the Part 3A submission.

Northrop has reviewed the outcomes of the 'Tallawarra Traffic Modelling – Peer Review Report', prepared by Bitzios Consulting (dated 19 December 2011). This Report assessed the feasibility of bus transport to service Tallawarra Lands directly (refer Section 3.4.4). In this regard, it is noted the Bitzios Consulting assessment finds:

> *"It is unlikely that the proposed bus routes [to Tallawarra Lands] would be feasible as patron levels would not exceed the critical mass required to make it viable. Re-consideration of the proposed bus route strategy / plan is required unless the services are planned to be heavily subsidised by the developer on an on-going basis."*

To this end, Northrop proposes the advice contained in Section 12 of the current 'Report on Siteworks and Utilities Infrastructure' - relating to Bus Services (first item), should be revised as follows.

Infrastructure Type	Design Requirements	Tallawarra Contribution [1]	Timing
Bus Services	Extend existing bus services to connect Tallawarra Lands to Dapto and Albion Park Railway Stations.	100%	If / when the development yield is sufficient to support re-directing / extending bus services – however this is considered unlikely.

In general, it is noted that while consideration should be given to the Developer subsidising buses to service the site, it is unlikely the development yield will make it feasible for any stage of development (c.f. Bitzios Consulting, 19 December 2011). Furthermore, we note the Concept Plan does promote other (more viable) options for sustainable transport, including an extensive cycleway network linking throughout (and to key nodes adjacent) the site.

We trust this is sufficient to make the necessary alterations / recommendations in the Preferred Project Requirements.

Yours faithfully,

NORTHROP
Mathew Richards
Principal – Civil Engineering Manager