

Our Ref: STH09/01095
Contact: Chris Millet (4221 2570)
Your Ref: MP 09_0131



Transport
Roads & Maritime
Services

The General Manager
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Robert Byrne

**WOLLONGONG CITY COUNCIL – TALLAWARRA LANDS DEVELOPMENT MP 09_0131,
HW1, PRINCES HIGHWAY, YALLAH**

Dear Sir

Reference is made to your letter dated 9 July 2012 regarding the subject development application forwarded to Roads and Maritime Services (RMS) for consideration.

RMS has reviewed the information provided. It is noted that the Preferred Project Report does not address RMS' comments relating to the southern access raised in the attached dated 8 May 2012. This is a significant issue. RMS cannot allow an access that compromises the functionality of the Princes Highway at this location. Specifically, the access would unacceptably compromise the safety and operation of the southbound on load ramp. On this basis, RMS objects to the access as proposed and will not provide the necessary approvals required for the access under the Roads Act, 1993.

Given the above, to determine the design of the remaining access points, the traffic analysis and associated SIDRA modelling needs to be revised, with all traffic that previously used the southern access redistributed appropriately.

To ensure that there is a clear understanding of the roadworks required, RMS considers that the aforementioned analysis should be undertaken by the applicant and provided to RMS for verification and assessment prior to determination. However, if the Department of Planning wishes to proceed with a determination of the proposal, RMS will not object to the proposal subject to the following comments being included in the conditions of development consent:

- Only one direct access from the development to the Princes Highway will be permitted. This shall be at the existing junction of the Princes Highway and Yallah Bay Road (central access).
- An internal two way local road shall be provided to link this development and Haywards Bay. The link shall accommodate the two way movements of buses.

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- Prior to the opening of the Cormack Avenue access to Tallawarra or occupation of the development, the junction of the Princes Highway and Cormack Avenue shall be upgraded to the satisfaction of RMS and Wollongong City Council.
- Prior to any onsite construction, the junction of the Princes Highway and Yallah Bay Road shall be upgraded to the satisfaction of RMS and Wollongong City Council.
- All roadworks on the Princes Highway shall comply with Austroads Guide to Road Design. Lighting on the Princes Highway shall be upgraded/provided in accordance with Australian Standard AS/NZS1158.
- All roadworks, traffic control facilities and other works on the Princes Highway associated with this development, will be at no cost to RMS. All works shall be completed prior to occupation. The applicant shall obtain all necessary Roads Act, 1993 approvals from RMS and Wollongong City Council prior to construction.
- A north-south cycleway shall be provided between the Haywards Bay connection and the cycleway on the east-west Collector Road to the satisfaction of Council. The cycleway shall be either along the north south collector road or along an alternative path that is to the satisfaction of Wollongong City Council.

Note: This north-south cycleway will provide a vital connection between the proposed east-west cycleway and Haywards Bay to the south. It will allow cyclists to travel between the communities without having to access the F6 Southern Freeway.

- The average annual daily traffic (AADT) for F6 is greater than 40,000 vehicles per day. Given this, prior to the issuing of the construction certificate, the developer shall demonstrate to the consent authority that the development complies with the NSW Government's *Development Near Rail Corridors and Busy Roads – Interim Guideline, 2008*.
- The developer shall apply for, and obtain a Road Occupancy Licence (ROL) from the RMS Traffic Operations Unit (TOU) prior to commencing roadworks on a State Road or any other works that impact a travel lane of a State Road or impact the operation of traffic signals on any road. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU. The developer shall submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependant upon RMS receiving an accurate and compliant TMP.

Conditions of development consent relating to road work, traffic control facilities and other structures on the classified road network contrary to those outlined above are unlikely to receive RTA consent under the Roads Act, 1993.

Upon the Department's determination of this matter, it would be appreciated if a copy of the Notice of Determination could be emailed to RMS within the appellant period for advice and consideration.

Yours faithfully



Brian Lefoe
Road Safety and Traffic Manager
Network Management, Southern Region

16/8/12

Our Ref: STH09/01095
Contact: Chris Millet (4221 2570)
Your Ref: MP 09_0131



The General Manager
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Robert Byrne

**WOLLONGONG CITY COUNCIL – TALLAWARRA LANDS DEVELOPMENT MP 09_0131,
HW1, PRINCES HIGHWAY, YALLAH**

Dear Sir

Reference is made to an email dated 27 April 2012 from Robert Byrne, Department of Planning and Infrastructure (DPI), regarding the subject development forwarded to Roads and Maritime (RMS) for consideration.

RMS notes that the proponent is not contemplating providing one or both of the F6 ramps as works in kind, but rather seeking to provide their three proposed Princes Highway junction upgrades and associated widening as works in kind to offset the Special Infrastructure Contributions (SIC) monetary contributions. Whilst RMS recognises that it is ultimately a matter for the proponent whether they wish to provide the F6 ramps as works in kind, RMS strongly objects to accepting the proposed Princes Highway upgrades along the frontage of their development as works in kind offsets SIC monetary contributions. As outlined in our letter to DPI dated 7 November 2011, "Upgrades that provide direct access to the development will be solely the responsibility of the developer". These works are not infrastructure items listed in the proposed SIC. RMS considers that any proposal to provide works in kind must relate to the infrastructure items listed in the proposed SIC.

Notwithstanding the above, more significantly RMS has investigated the proposed southern access in more detail and objects to the access in its current location. This access would unacceptably compromise the acceleration lane length for vehicles entering the F6 from the Princes Highway. This issue does not appear to have been considered in the proponent's environmental assessment to date. In this regard, neither engineering concept plans nor concept sketches have been provided by the applicant for the proposed upgrades to the Princes Highway and therefore RMS is not aware of the proposed road geometry along the Princes Highway. The F6 is a 100km/h speed environment and vehicles require a minimum of 450m acceleration lane length (at level grade) on the on-load ramp. The Princes Highway is the on-load ramp and a preliminary desktop assessment utilising the proponent's concept plan suggests the southern most access is significantly less than 450m from the F6 merge. This distance of 450m is obtained from Table 5.4 of Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections and is the length of acceleration lanes for cars on

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level grade. Consideration needs to be given to adjustments for downhill and uphill grades. On this basis, the southern access is not acceptable in its current location. It also must be recognised that this distance is not sufficient for heavy vehicles to accelerate to 100km/h. Acceleration lane lengths for trucks are defined in Table 5.6 of Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections. Based on this table, for trucks to accelerate from rest to 100km/h on level grade 2,400m are required. RMS recognises that it is often impractical to provide full length acceleration lanes for trucks, however where there are significant volumes of trucks utilising an access ramp, the length of the acceleration lane should be maximised within reason. On this basis, whilst RMS considers that the existing access (proposed central access) is acceptable, if the heavy vehicle volumes are significant, RMS considers that even a relocated southern access would not be acceptable.

Furthermore, the SIDRA modelling included in the Addendum Traffic Impact Assessment appears to suggest that there is significant spare capacity at both the southern and central junctions with the Princes Highway. Electronic copies of these models have not been provided to RMS for verification. The same applies for all modelling undertaken in SIDRA. Notwithstanding this, RMS has undertaken a preliminary SIDRA analysis of the central access, with the southern access removed and all trips absorbed by the central access. The traffic volumes for this analysis were taken from Figures 69 and 70 of the Addendum Traffic Impact Assessment, although RMS has concerns with some of these volumes. The analysis found that the central access operates at a very acceptable level of service, suggesting that the southern access is not required.

It should be noted that the provision of roundabouts on classified road are generally expensive infrastructure items. From RMS' experience, it is not uncommon for developer funded roundabouts to cost in excess of \$1 million each. This aside and more importantly, RMS highlights that it is appropriate to minimise the number of access points to classified road to both minimise delays to through movements and minimise conflict points as research shows that increased access density correlates highly with increased accident rates. On this basis, coupled with the findings of the above analysis and the predicted volumes at the junction of McCormack Avenue and Princes Highway, it may be possible to eliminate both the Princes Highway junctions with McCormack Avenue and the southern access.

Based on all of the above, RMS considers that the need to provide three roundabouts on the Princes Highway needs to be justified prior to determination of the concept plan. This justification should be supported by a detailed analysis of alternatives. Electronic copies of all models used, including SIDRA models, need to be provided to RMS for verification. Before any of this occurs, recognising the above concerns and the concerns raised by Wollongong City Council with regard to local road accesses, RMS considers it may be appropriate for the DPI to coordinate a meeting with the proponent, Wollongong City Council and RMS to discuss all access arrangements.

If you have any questions, please contact Chris Millet on 4221 2570.

Yours faithfully



Brian Lefoe
Road Safety and Traffic Manager
Network Management, Southern Region

8/5/2012

CC – Ted Collins, Wollongong City Council (by email)

Robert Byrne - FW: MP 09_0131 - Tallawarra Lands Development, Yallah

From: MILLET Chris P <Chris.MILLET@rms.nsw.gov.au>
To: "robert.byrne@planning.nsw.gov.au" <robert.byrne@planning.nsw.gov.au>
Date: 8/17/2012 8:10 AM
Subject: FW: MP 09_0131 - Tallawarra Lands Development, Yallah
CC: "information@planning.nsw.gov.au" <information@planning.nsw.gov.au>

Hi Robert

Further to my email below, I didn't mention anything about contributions to State infrastructure in the letter. RMS understands that the developer needs to reach satisfactory arrangements for contributions to State Infrastructure. It is RMS expectation that Tallawarra would contribute just as development in West Dapto has been (and will be) contributing.

As previously stated, works proposed on the Princes Highway should not be considered contributions to State infrastructure. They are not identified in the Draft SIC. They are solely required for this development.

Chris Millet
Manager Land Use Development
Southern Region

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From: MILLET Chris P
Sent: Thursday, 16 August 2012 1:55 PM
To: 'information@planning.nsw.gov.au'; robert.byrne@planning.nsw.gov.au
Cc: 'council@wollongong.nsw.gov.au'; 'Charlie Bevan'
Subject: MP 09_0131 - Tallawarra Lands Development, Yallah

Hi Robert

See attached RMS response.

Please call me if you wish to discuss.

Chris Millet
Manager Land Use Development
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