

## Summary and Response to Roads and Maritime Services Submission

Issue	Report Recommendation	Response
	<p>As stated in a previous letter (attached) to the applicant, prior to lodgement of the Project Application, RMS grants approval to the two proposed traffic signals on Captain Cook Drive associated with the retail/Club precinct. The signalised T intersection associated with the proposed residential precinct was endorsed by RMS in previous correspondence dated 14 May 2012 (attached) in response to the Preferred Project Report.</p> <p><b>The construction approval of these signalised intersections are subject to the following requirements, which should be incorporated into any consent:</b></p>	
1.	The proposed signalised intersections on Captain Cook Drive shall be designed and constructed to RMS requirements. In this regard, the signal phasing and geometric layout of the signalised intersections shall be as depicted in the SCATES modelling submitted in an email dated 14 December 2012 to RMS from McLaren Traffic Engineering Pty Ltd and the civil design plans prepared by AT&L dated 29 January 2013.	Noted, this can be imposed as a condition of consent.
2.	The proposed signalised T intersection on Captain Cook Drive associated with the residential component of the development will require removal of the existing mid-block signalised pedestrian crossing on Captain Cook Drive due to the close proximity of these existing traffic lights to the proposed new signalised intersection at the driveway to the proposed residential development. The full cost of the removal of the existing signalised mid-block pedestrian crossing shall be borne by the developer.	Noted, these works are shown on the Civil Infrastructure Drawings prepared by AT&L and provided at <b>Appendix I</b> of the exhibited Project Application.
3.	In accordance with the RMS Traffic Signal Design Guide, the developer is required to create an easement to allow RMS to locate traffic signal components on their (private) property.	Noted, this can be imposed as a condition of consent.

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4.	Whether or not a marked foot crossing is provided across the signalised entrance to a private development, there must be a level separation between the road and footpath through the construction of a barrier kerb and gutter. Kerb ramps must be provided in accordance with RMS requirements.	Noted, this can be imposed as a condition of consent.
5.	In accordance with Austroads, splays (clear of obstructions) are required at the property line to ensure adequate visibility between vehicles on a driveway and pedestrians on the footpath.	Noted, this can be imposed as a condition of consent.
6.	In accordance with RMS's Technical Direction for new traffic signals, signalised pedestrian crossings shall be provided on all legs of the proposed signalised intersections.	Noted, these crossings are shown on the Pavement, Signage and Linemarking Drawings within the Civil Infrastructure Drawings prepared by AT&L and provided at <b>Appendix I</b> of the exhibited Project Application.
7.	The provision of the proposed traffic lights on Captain Cook Drive will require provision of full time No Stopping parking restrictions along Captain Cook Drive and Woollooware Road. The length of these restrictions shall be to RMS satisfaction and determined during the detailed design review, prior to construction.	Noted, this can be imposed as a condition of consent.
8.	The developer will be required to enter into a Major Works Authorisation Deed (WAD) with RMS for the proposed traffic signals and associated civil works on Captain Cook Drive.	Noted, this can be imposed as a condition of consent.
9.	As part of the abovementioned WAD process, the developer will be required to provide an upfront payment for the first ten (10) years of maintenance of the signal hardware.	Noted, this can be imposed as a condition of consent.
10.	All utility relocation required as a result of the proposed signalised intersection shall be at full cost to the developer.	Noted, this can be imposed as a condition of consent.
11.	The WAD shall be executed, prior to release of any Construction Certificate.	Noted, this can be imposed as a condition of consent.

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12.	No Occupation Certificate shall be released until such time that the three proposed signalised intersections are fully constructed and operational.	As discussed in the Preferred Project Report, it is requested that the conditions of consent be structured in such a way as to permit the issuing of an Occupation Certificate for the Retail/Club Precinct prior to the construction of the Residential precinct traffic signals. The residential traffic signals will be provided prior to the occupation of the first residential dwelling within the Woollooware Bay Town Centre.
13.	All works associated with the proposed development shall be at no cost to RMS.	Noted, this can be imposed as a condition of consent.
	<b>In addition to the above, RMS provides the following advisory comments to the Department for consideration in the determination of the Project Application:</b>	

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14.	<p>As advised in the previous RMS letter dated 14 May 2012 in response to the Preferred Project Report, the traffic generated by the proposal will add to existing traffic 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.</p> <p>As a result of the above, it is considered imperative that a sufficient mode share to public transport is achieved. In this regard it is noted that a shuttle bus service is proposed to be provided that will link the site to existing transport nodes of Caringbah and Woollooware Railway Stations until such time regular bus services are implemented. RMS supports this transport initiative and recommends that the operation of this shuttle bus service be continually monitored post commencement of operation to identify the need (if any) to increase the frequency of service and any necessary new measures (if required) to further encourage use of this service.</p>	<p>Noted, monitoring of bus patronage will be undertaken on a continual basis and the service adjusted as required. A number of initiatives will be implemented to promote usage of this shuttle service, including the publishing of service timetables and Travel Access Guides prior to the issue of an Occupation Certificate for the site.</p>
15.	<p>The Game Day/Satellite Parking Management Plan should be finalised in consultation with Sutherland Shire Council and relevant Government Agencies, prior to the release of any Construction Certificate. This Management Plan should be continually monitored and reviewed to identify any necessary amendments (if required) to ensure pedestrian safety is not compromised during and post construction.</p>	<p>The submission of the draft <i>Peak Event Management Plan</i> (attached to Appendix J of the EAR) with the exhibited Project Application satisfies the requirements of Condition 7 of Schedule 3 of the Concept Approval for the first application subsequent to the Concept Plan.</p> <p>Endorsement of off-site parking arrangements will be negotiated with Council with the relevant application for the redevelopment of the western car park and playing fields.</p>

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16.	Due to the proximity of the proposed retail car park driveway on Woollooware Road North to the proposed signalised intersection on Captain Cook Drive, this driveway should be restricted to left in/left out movements only. Right turn movements at this driveway should be prohibited by extending the proposed central raised concrete median island on Woollooware Road North from the stop line at the proposed signalised intersection on Captain Cook Drive to an appropriate distance past the proposed driveway. Vehicles exiting the proposed retail car park onto Woollooware Road North can utilise the cul-de-sac at the end of this road to access the signalised intersection on Captain Cook Drive.	Noted, this can be imposed as a condition of consent.
17.	The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with Austroads.	Noted, this can be imposed as a condition of consent.
18.	Off-street parking associated with the proposed development shall be designed and constructed in accordance with AS 2890.1 -2004 and AS2890.2- 2002	Noted, this can be imposed as a condition of consent.