

Our Ref: STH08/01313
Contact: Chris Millet (4221 2570)
Your Ref: MP06_0135



Transport
Roads & Maritime
Services

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

Attention: Kim Johnston

SHOALHAVEN CITY COUNCIL COUNCIL – PART 3A MAJOR PROJECT – HW1, PRINCES HIGHWAY, COMBERTON GRANGE, SOUTH NOWRA, INTEGRATED RESIDENTIAL AND TOURIST DEVELOPMENT (SHAOLIN TEMPLE)

Dear Sir/Madam,

Reference is made to your letter dated 8 January 2014 regarding the subject application forwarded to Roads and Maritime Services (RMS) for consideration.

RMS has reviewed the Response to Environmental Assessment Submissions and notes that the proponent has taken into consideration RMS' position with respect to the junction of the Princes Highway and Forest Road. In this regard, RMS offers the following comments for your consideration:

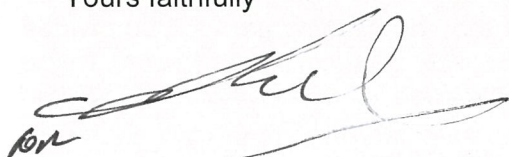
- RMS notes Section 3 of the Response to Environmental Assessment Submissions states *"the proponent requests that the current upgraded seagull intersection be considered satisfactory until occupancy stage"* and that the development will be divided up into stages. Specifically, *"Stage 1 will comprise site clearing, infrastructure works and bulk earthworks; Stage 2 will comprise construction of the Temple and limited supporting tourist and residential developments. Subsequent stages will comprise further tourist and residential developments."*
- Further to the above, RMS notes that Section 3.7 of the Response to Environmental Assessment Submissions states that *"It is proposed that negotiations with the RMS for the design and construction of a grade separated interchange be part of the detailed design for the construction of the buildings (Stage 2)."* RMS notes Section 4.7 Statement of Commitments (Revised), Commitment 4.11.1 states *"At the intersection of Forest Road and Princes Highway, provide an intersection treatment that will maximise road safety and ensure a satisfactory level of service is maintained through the intersection, when the development reaches occupancy stage. Measures include provision of a grade separated interchange for the right turn from Forest Road to Princes Highway."*

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- RMS would not object to a staged approach solution which includes the proponent providing a grade separated interchange as part of Stage 2 subject to the following matters being addressed prior to determination of the application:
 - A traffic analysis, including SIDRA modelling, be provided to demonstrate that the traffic associated with Stage 1 construction activities can be accommodated by the existing seagull at the junction of the Princes Highway and Forest Road. The traffic analysis should consider the performance of the junction in average peak conditions.
 - A traffic analysis, including SIDRA modelling, be provided to demonstrate that the traffic associated with ultimate development can be accommodated by the proposed grade separated interchange arrangement. The traffic analysis should consider the performance of the junction in average peak conditions and include a sensitivity analysis to consider the performance in the 120th highest hour conditions.
 - A scaled concept plan be provided to demonstrate that the proposed grade separated interchange arrangement can be constructed in accordance with the Austroads Guide to Road Design. The concept design would need to be sufficiently detailed to allow an informed decision to be made. For instance, it would need to include property boundaries, cross sections and long sections. If additional land is required outside of the road reserve to facilitate the grade separated interchange, an appropriate legally binding arrangement would need to be finalised to ensure that the land required to construct the works could be obtained by the proponent.
- Note: RMS highlights that in deciding whether or not to approve the major project application under Part 3A of the Environmental Planning and Assessment Act, 1979, it is the Minister's responsibility to consider the environmental impacts of any road works which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of any development consent. In this instance, the proposed grade separated interchange. Depending on the level of environmental assessment undertaken to date and nature of the works, the Department may require the developer to undertake further environmental assessment for any ancillary road works.

RMS will reconsider the application once the above issues are addressed to its satisfaction. If you have any questions please contact Chris Millet on 4221 2570.

Yours faithfully



Adam Berry
Network & Safety Manager
Network Management, Southern Region

14 FEB 2014

CC – Shoalhaven City Council (via email)

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