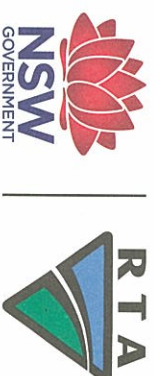


Our Ref: 497DAS16 (11/419) STH10/00227  
Contact: Chris Millet 4221 2570  
Your Ref: MP10\_0102



3 MAY 2011

Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attention: Haley Rich

**WOLLONGONG CITY COUNCIL – PART 3A MAJOR PROJECT 10\_0102 – PORT  
KEMBLA OUTER HARBOUR – CEMENT AUSTRALIA GRINDING MILL**

Dear Madam

Reference is made to the Roads and Traffic Authority (RTA) letter dated 8 April 2011 regarding the subject major project application.

Pro-rata cap methodology

The RTA has discussed the proposed methodology outlined in our letter dated 8 April 2011 with the Port Corporation and understands that the existing methodology significantly limits Stage 1 movements and the viability of that Stage. The RTA's previous pro-rata calculations for the reduction in the cap for Stage 1, as per our letter dated 8 April 2011, were based on the Cement Australia land as a proportion of Stage 1 developable land.

As previously advised, the RTA strongly supports the Port Kembla Port Corporation's intention to achieve a significant mode shift away from on road transportation and towards rail. The RTA recognises that achieving this mode shift is a long term proposition. Given this, the RTA considers that it would be more appropriate to base the pro-rata reductions of the cap for both Stage 1 and the Concept Plan (full development) on the Cement Australia Grinding Mill facility land area as a proportion of the full development land area. Whilst this would result in more vehicle movements in the short term than the previous approach, it would result in the same number of vehicle movements in the long term.

Outer Harbour Land

The Port Kembla Port Corporation has advised the RTA that the existing Outer Harbour is approximately 23.4 hectares in area. Therefore, given the proposal to reclaim approximately 42 hectares of land, in the future the Outer Harbour will be approximately 65.4 hectares. As the current Cement Australia Grinding Mill proposal would occupy approximately 4.2 hectares of land, it would represent a relatively small proportion of the final Outer Harbour Development area.

Truck Movements only

The RTA's primary concern is heavy vehicle movements generated by the Outer Harbour. Employee movements in private vehicles are not a major concern for the RTA and are likely to be difficult to count. Given this, whilst the cap to date has been based on overall movements, the RTA recommends that consideration be given to revising the cap to only apply to heavy vehicle movements.

**Roads and Traffic Authority**

### Revised Cap

Based on all of the above, the pro-rata calculations for the cap inclusive of the Cement Australia Grinding Mill would equate to a maximum of 62 truck movements per hour for Stage 1 and 102 truck movements per hour for the overall Concept Plan. Detailed calculations are provided below in Table 1. It should be noted that the traffic modelling undertaken by Bitzios Consulting has modelled flows in excess of these volumes.

Stage		Stage 1 Major Project	Overall Concept Plan
Existing Cap	Trucks	21	64
	Employee	8	20
	Total	29	84
Pro-Rata Reduction	Trucks	1.3	4.1
	Employee	0.5	1.3
	Total	1.9	5.4
CA Truck Movements	Trucks	42	42
	<b>Trucks</b>	<b>62</b>	<b>102</b>
	Employee	8	19
<b>Modified Cap (CA trucks included)</b>	Total	70	121

**Table 1 – Modified cap proposal**

It should be noted that the pro-rata movements in the above table cap have been rounded up.

CA – refers to Cement Australia Grinding Mill

### RTA's Position

The RTA would not object to the modification of the Stage 1 and Concept Plan caps to allow a maximum of 62 and 102 truck movements respectively on the condition that all future development, including any further stages of the Cement Australia Grinding Mill, comply with the revised cap. The wording of the cap would need to specify that the cap includes all movements on the land associated with the Outer Harbour Development. If you have any questions please contact Chris Millet on 4221 2570 or Tim Webster on 4221 2769.

Yours faithfully

  
Joanne Parrott  
Manager, Road Safety and Traffic Management  
Southern Operations and Engineering Services

CC  
Rebecca Newman, Department of Planning – via email  
Dom Figliomeni, Port Kembla Port Corporation – via email  
Anne Trezise of Site Plus – via email