

Our Ref: 497DA185-2(1/1/1111) STH09/01095/02  
Contact: Tim Webster 4221 2769  
Your Ref: MP09\_0131



**Transport**  
Roads & Maritime  
Services

7 NOV 2011

Department of Planning & Infrastructure  
GPO Box 39  
Sydney NSW 2001

Attention: Robert Byrne

**WOLLONGONG CITY COUNCIL – MP09\_0131 – TALLAWARRA LANDS, YALLAH**

Dear Sir

Reference is made to your letter received 21 September 2011 regarding the subject major project application forwarded to the Roads and Maritime Services (RMS) for consideration.

RMS have reviewed the submitted information and cannot make an informed comment based on the information submitted. In order to make an informed comment the following information is required:

- It is noted that the Calderwood development has not been included in the modelling of this assessment. Without the development at Calderwood, the land use assumptions at 2021 are not consistent with the land use agreed to by RMS and Council. RMS considers that expected development in Calderwood at 2021 should be included in the model and information provided on the level of development included in the model for West Dapto at 2021. An extract of a Department of Planning & Infrastructure spreadsheet is attached which states expected levels of development in West Dapto and Calderwood.

- It is noted that one of the key assumptions made to develop the base network for 2021 is that the Princes Highway would be two lanes southbound and one lane northbound south of the F6 northbound off load ramp. This upgrade has not been agreed to by RMS and is not identified as an upgrade in the proposed Special Infrastructure Contributions (SIC) report. This section of road is currently one lane in each direction with shoulders marked as bicycle lanes and is restricted from further widening by the bridge structure of the F6. RMS would not accept the removal of the bicycle lanes to facilitate two southbound travel lanes given the focus on alternative modes of transport to achieve the mode shift required to accommodate major land releases in the Illawarra region. Furthermore, RMS would not accept modification of this structure to achieve two lanes southbound with bicycle lanes due to the significant disruption to traffic this would cause during construction.

In this regard, given the inability to provide two southbound lanes at this location, further modelling is required to determine the impact of the Tallawarra development on the road network without this upgrade provided. It is expected that the removal of this upgrade would place more pressure on the need to provide north facing ramps from Tallawarra to the F6.

- In light of the issue raised above, as Gabites Porter have been undertaking work on behalf of RMS and Council as well as the developer, given the scale of development and potential

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impact on the wider road network, RMS requires that the model is peer reviewed by a third party consultant prior to re-submission to ensure a robust and transparent assessment of the traffic impacts of this development is made.

- It is noted that in the new master plan the road link between Tallawarra and Haywards Bay has been removed to protect the residential amenity of houses along Haywards Bay Drive. While options with and without this link have been tested in this model, it is difficult to ascertain the impacts of these tests from the information provided in the submitted report. A diagram should be provided with volumes displayed in numbers on key roads showing the impact on the surrounding network with and without this link provided.

From a network perspective it is considered that this link should be provided to ensure suburbs are appropriately connected. Without this link, local trips between Haywards Bay and Tallawarra will need to be made via the F6 and Princes Highway which is considered inappropriate. Connected neighbourhoods are also desirable from a comprehensive bus network perspective and given the focus required on alternative modes of transport it is considered that this link should be provided. Given the proposed lot layout the majority of traffic that would use this link would be residential traffic rather than heavy vehicles as the commercial and industrial precincts have more convenient access to the freeway/highway.

- To better understand how traffic is entering/exiting the development, diagrams with volumes displayed in numbers should be provided at key locations on the local and classified road network and at the sites entry and exit points.
- Detailed analysis in SIDRA should be provided for the proposed junction upgrades at the sites entrances and the Princes Highway/northbound off load ramp with and without development. An analysis shall also be undertaken for the Haywards Bay Drive interchange intersections given that vehicles are likely to use this as a U Turn facility to enter and exit the development without the provision of ramps from Tallawarra to the F6.

Further consideration needs to be given to volume thresholds for the timing of these upgrades as simply stating that it is dependant on the timing of release of land in West Dapto and Tallawarra is not adequate. Upgrades that provide direct access to the development will be solely the responsibility of the developer. Any upgrade that is not required without the development but is required as a result of the development will also be solely the responsibility of the developer. Any upgrade that is brought forward as a result of the development will require a contribution to the upgrade from the developer or be provided as Works In Kind and off set against a potential SLC.

- The developer should be advised that satisfactory arrangements for contributions to the provision of state infrastructure must be achieved prior to determination.

RMS will commence its detailed assessment once the aforementioned information is provided to its satisfaction. When the above issues are addressed, electronic copies of all modelling shall be provided to RMS for its own review and assessment. Should you require any clarification on this matter please call Tim Webster on 4221 2769.

Yours faithfully



Rob Reynolds  
Manager, Road Safety and Traffic Management  
Southern Operations and Engineering Services