



Michael Woodland  
Director  
Metropolitan and Regional Projects South  
Department of Planning and Infrastructure  
GPO Box 39  
Sydney NSW 2001

Attention: Robert Byrne

Dear Mr Woodland,

**EXHIBITION OF EA FOR CONCEPT PLAN APPLICATION - MIXED USE  
DEVELOPMENT OF TALLAWARRA LANDS, YALLAH (MP09\_0131)**

I refer to your letter dated 22 September 2011 regarding the above Concept Plan application. Transport for NSW (TfNSW) has reviewed the Environmental Assessment and supporting information and provides the following comments for your consideration. We also note that Roads and Maritime Services (RMS) has made a separate submission to the Concept Plan which will also require consideration.

**Road Network**

The proposed road network connects to existing residential areas to the north at Koonawarra, but does not connect to the adjacent residential area to the south at Haywards Bay. This would require vehicles travelling south from Tallawarra to Haywards Bay, to travel via the F6/Princess Highway. Local traffic should be directed to the local road network instead of state roads to facilitate local connectivity and access. Furthermore, as highlighted below, the absence of this local connection impacts on the efficiency of any future bus routes that may service the area.

The *Tallawarra Lands Traffic Impact Assessment (TIA)* prepared by Gabites Porter indicates that access to Haywards Bay was included in the previous Master Plan, but has since been removed as it was considered to result in unreasonable impacts on the residents of Haywards Bay. The TIA does not clearly document the extent of traffic impacts or the nature of the impacts that warranted the removal of this connection, when compared to the benefits it may provide for the wider community. Accordingly, further consideration of providing a direct connection to Haywards Bay is required.

**Public Transport - Bus Network**

The Director – General’s Requirements require consideration of the *Tallawarra Lands Local Environmental Study 2006 (LES)*. Key findings of the LES in relation to public transport, primarily bus services, are listed below:

- *Early negotiations with rail and bus service providers are essential to ensure new services direct to the Tallawarra development.*
- *Detailed planning work needs to be undertaken with public transport providers to maximise uptake of public transport.*

It is considered that the Concept Plan does not adequately address LES findings relating to public transport, in particular potential bus services.

Opportunities to divert existing bus services into the site should be pursued. An effective diversion of existing bus services would require access to the south to Haywards Bay. As discussed above, the proposed road network does not provide a connection to Haywards Bay. Section 7.7 of the TIA suggests that a 'bus only' lane may be provided in the future as the development progresses. This connection must be provided at the outset as part of the roadworks for subdivision to enable the option of extending existing bus routes into the site to be pursued.

The indicative bus route suggested in the TIA prepared by Gabites Porter is inefficient. A more direct north-south route thorough the site, which includes access to Haywards Bay, should be considered.

Having regard to the above, the Statement of Commitments should be amended to require future subdivision Project Applications include consideration of future bus servicing within the site, including an alternative bus route that connects with Haywards Bay.

### **Cycle and Pedestrian Network**

The site contains substantial areas of environmentally constrained land and development layout that comprises three, largely separated urban precincts. Consequently, cycling will potentially be an important alternative to private vehicle travel. The following comments on the proposed cycle and pedestrian network should be considered within this context:

- Section 4.5 of the Environmental Assessment (EA) indicates that the RTA's *NSW Bicycle Guidelines 2003* have been applied in planning of the pedestrian and cycle network. Consideration should also be given to the *NSW Planning Guidelines for Walking & Cycling (2004)*.
- A pedestrian link to Haywards Bay is to be shown on the cycle/pedestrian network maps (figures 28 and 29 *Tallwarra Lands Landscape Report*) and should be part of the extension of the road network into Haywards Bay discussed above.
- The *Wollongong City Council - Bicycle Plan* identifies a continuous proposed cycleway along the foreshore of Lake Illawarra for this site. The *Tallwarra Lands Landscape Report* prepared by Corkery Consulting identifies a shared cycleway along parts of the foreshore, but it is not continuous. The landscape plan also indicates potential "pedestrian and/or cycle path (off road)" along other parts of the foreshore and proposed open spaces, but again it is not continuous. Section 8.1.5 of the Environmental Assessment notes that "there would be very little demand dedicated regional facilities such as the strategic north-south sharedway identified in Wollongong Council's - Bicycle Plan." The proposed foreshore cycleway forms part of the regional cycle network as well as a continuous cycleway around Lake Illawarra. Accordingly, the Concept Plan should provide for a continuous shareway along the foreshore of the site in accordance with Council's Bicycle Plan.

- The provision of continuous public access (pedestrian/cyclist) along the foreshore is also consistent with *State Environmental Planning Policy 71 – Coastal Protection*, the *NSW Coastal Guidelines* and the Tallawarra LES.
- The proposed cycle network should link to the existing cycle network. *Wollongong City Council - Bicycle Plan* identifies an existing cycleway along the Princess Highway. Demonstration of how the proposed cycle network on Yallah Bay Road could link with this cycleway should be provided.
- The Statement of Commitments should be amended to require the following with future Project Applications:
  - provision for cycling facilities (i.e parking, lockers, showers, etc) as appropriate.
  - design of cycle networks to be in accordance with Austroads Guide to Traffic Engineering Practice and Australian standards.
  - Provision of continuous public access along the foreshore of Lake Illawarra.

Should you have any further questions, please contact Joanne McGuinness on 8202 3788 or [joanne.mcguinness@transport.nsw.gov.au](mailto:joanne.mcguinness@transport.nsw.gov.au).

Yours sincerely

per  14/11/11

Mohini Nair  
**Principal Manager, Integrated Transport Planning and Land Use  
Planning and Programs**

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