

Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Deana Burn

**SHOALHAVEN CITY COUNCIL – MAJOR PROJECT 06_0228 – MR293, SHOALHAVEN
STARCHES ETHANOL EXPANSION PROJECT - MOD 3**

Dear Sir/Madam

Reference is made to your letter dated 28 June 2012 regarding the subject development project forwarded to Roads and Maritime Services (RMS) for consideration.

RMS notes that a speed zone review has been completed for this location and there is a recommendation to extend the existing 60km/hour zone further east to a point 140m west of Hannigans Lane. This change is likely to occur within the next three months. However, it is anticipated that the 85th percentile will be closer to 80km/hour and therefore, all works on Bolong Road should be designed based on an 80km/hour design speed.

RMS has reviewed the information provided and notes that, except for Bolong Road adjacent to the subject site, the proposed modification will have no significant impact on the classified road network.

Given the above, RMS will not object to the proposed modification subject to the following comments being included in the conditions of the modification approval:

- Prior to the commencement of works, the developer shall obtain Section 138 consent under the Roads Act, 1993 from Council for all works on Bolong Road.
- Prior to any occupation, the developer shall upgrade the junction of Bolong Road and Lot 143 DP1069758 to be a sealed Type Rural Auxiliary Left turn (AUL) and a Type Rural Channelised right turn (CHR) configuration in accordance with Austroads *Guide to Road Design – Part 4a: Unsignalised and Signalised Intersections*. The design of the junction shall be based on an 80km/hour design speed. The access shall be sealed a minimum distance of 10m back from the edge of seal.
- A footpath should be provided linking the new car park with the existing footpath network within the Shoalhaven Starches site.
- All roadworks, traffic control facilities and other works associated with this development, including any modifications required to meet RMS standards, will be at no cost to RMS. All works shall be completed prior to occupation.

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- Prior to occupation, the developer shall obtain formal notification from Council that the works on Bolong Road were designed and constructed to Council's satisfaction.
- Should the TMP require a reduction of the speed limit on the regional classified road network, a Speed Zone Authorisation shall be obtained from RMS Traffic Operations Unit (TOU) prior to commencing work within the classified road reserve. The requests shall be submitted to the RMS 10 business days prior to commencing work. It should be noted that receiving an authorisation within this 10 business day period is dependant upon the RMS receiving an accurate and compliant TMP. It should be noted that a Road Occupancy Licence from the RMS is not required for works on regional classified roads.

Conditions of development consent relating to road work, traffic control facilities and other structures on the classified road network contrary to those outlined above are unlikely to receive RTA consent under the Roads Act, 1993.

Provided the above works are completed RMS issues its concurrence under Section 138 of the Road Act, 1993. In this regard, Council as the roads authority will be responsible for issuing Section 138 consent for the works within the classified road reserve and ensuring that the works are designed and constructed in accordance with relevant standards.

In accordance with Section 79C(1)(b) of the EP&A Act, Council as the Consent Authority, is responsible to consider any likely impacts on the natural or built environment in the road reserve fronting this proposed development. For instance there could be traffic noise impacts on adjacent residences, impacts on indigenous or non-indigenous heritage items or threatened species. RMS will not be making a separate Part 5 environmental assessment of the environmental impacts in the road reserve for this proposal.

ADDITIONAL COMMENTS

In addition to the aforementioned conditions, the following additional comments are offered for Council's consideration:

- Parking allocation, including staff parking and disabled parking, should comply with Council's Parking Code. All car parking space dimensions should be in accordance with *AUSTROADS Part 11 Section 8 Offstreet Parking*.
- All internal vehicle and pedestrian facilities, including disabled facilities should be in accordance with RMS' *Guide to Traffic Generating Developments*.

Upon the DPI's determination of this matter, it would be appreciated if the DPI could forward a copy of the Notice of Determination to RMS within the appellatant period for advice and consideration.

Yours faithfully



17 JUL 2012

Brian Lefoe
Road Safety and Traffic Manager
Network Management, Southern Region

Cc – The General Manager, Shoalhaven City Council (via email)

Roads & Maritime Services