



20 January 2011
Our Ref: 5565H.57DK

The Director-General
Department of Planning
GPO Box 39
SYDNEY 2001

Attention: Michael Woodland

Dear Michael,

**Sandon Point Project Approval [MP07_00032]
Section 75W Modification
Condition C19 – Road Upgrade Works**

We refer to previous correspondence between the Department of Planning (DoP) and Stockland regarding the proposed modification of Condition C19 – Road Upgrade Works of the above Project approval.

This letter has been prepared in accordance with the provisions of s.75W(2) of the *Environmental Planning & Assessment Act* (the Act) to request the modification of Project Approval (MP07_0032).

Stockland has been consulting with the Roads and Traffic Authority (RTA) over the past months regarding the design of the road upgrade works and construction traffic access options in order to address the requirements of Condition C19.

Accompanying this letter are the following:

- A completed section 75W modification application form;
- An application fee of \$750 (which we have confirmed with DoP is the required fee in this instance); and
- A political disclosure statement.

The application form contains the owner's consent of Stockland. The Project Application also involved land in the ownership of RailCorp, Wollongong City Council and Ray Hannah Motors. We note that section 8F(2) of the Environmental Planning and Assessment Regulation 2000 provides that owners consent "*may be obtained at any time before the determination of the application.*" Stockland is currently seeking the consent of the other landowners and will provide such consent to the DoP prior to determination of the application.

Attached to this letter are the following documents:

Attachment A Letter from the RTA dated 21 December 2010 confirming agreements reached between Stockland the RTA.

Attachment B Letter from Stockland to the RTA dated 20 December 2010 seeking confirmation of the agreed revised lane configuration and construction traffic management/access arrangements.



- Attachment C** Letter from Wollongong City Council dated 17 January 2011 confirming that Council has no objection to the revised lane configuration and construction traffic access arrangements agreed with the RTA.
- Attachment D** Letter from Stockland to Wollongong City Council dated 20 December 2010 seeking confirmation that Council has no objection to the lane configuration and construction traffic access arrangements agreed with the RTA.
- Attachment E** Sandon Point Lawrence Hargrave Drive Paramics Modelling, dated August 2010, prepared by Cardno.

Background

During the assessment of the Project application the RTA recommended to the DoP that certain traffic related conditions be imposed on any approval. The DoP imposed Condition C19 upon the approval which reads as follows:

“Prior to any traffic accessing the proposal via Wrexham Road (including construction traffic)

- a) *Lawrence Hargrave Drive (MR185) shall be upgraded to four lanes between High Street and Lachlan Street (two through lanes in either direction) in accordance with the RTA Road Design Guide. This shall include:

 - *Widening of existing kerb and gutter where necessary to ensure compliance with the RTA Road Design Guide, with particular reference to lane widths on curves; and*
 - *Upgrading the pavement in the kerb side lane to accommodate through traffic loads.**
- b) *Wrexham Road shall be upgraded to allow three lanes (two westbound, on eastbound). The pavement on Wrexham Road shall be suitably upgraded to accommodate the traffic signal infrastructure.*
- c) *Traffic signals shall be provided at the junction of Lawrence Hargrave Drive (MR185) and Wrexham Road. The signals shall be constructed as a three phased arrangement.*
- d) *Lighting shall be provided at the junction of Lawrence Hargrave Drive (MR185) and Wrexham Road in accordance with Australian Standard AS/NZS1158”.*

Stockland has been consulting with the RTA regarding the design of Lawrence Hargrave Drive and construction traffic access. An agreement has been reached which results in a lane configuration that is not strictly in accordance with Condition C19. An agreement has also been reached in relation to construction traffic access. These agreements necessitate the modification of Condition C19 to reflect the agreed outcome. **Attachment A** to this letter is a copy of correspondence from the RTA documenting their agreement.

Proposed Modification

Condition C19 is proposed to be modified by adding a further clause (e) as below noted below. The existing clauses (a) – (d) will remain unamended.

Prior to any traffic accessing the proposal via Wrexham Road (including construction traffic)

- a) . . .
- b) . . .
- c) . . .
- d) . . .
- e) *Or as otherwise agreed by the Roads and Traffic Authority.*



Lawrence Hargrave Road and intersection design and RTA consultation

Condition C19 requires that Lawrence Hargrave Drive be upgraded to four lanes between High Street and Lachlan Street (two through lanes in either direction). At the time this condition was imposed conceptual designs were only available. Stockland undertook detailed survey and design modelling for the intersection which revealed that a four lane design would result in impacts to existing utilities services and the access to neighbouring properties on the western side of Lawrence Hargrave Drive. Stockland then re-modelled an amended design and demonstrated that safe turning visibility and satisfactory traffic flow can be achieved without a four lane design and would be compliant with the *RTA Road Design Guide*. The amended road layout arrangement comprises three lanes and an extra tapered lane without impacting on existing services or adjacent properties and is generally described below:

- An upgrade of Lawrence Hargrave Drive from High Street to Lachlan Street including:
 - Two north bound through lanes (one being a dedicated through lane the other a combined through lane with right hand filter into Wrexham Road).
 - One south bound through lane.
 - One south bound left turn slip lane into Wrexham Road.
- Three lanes in Wrexham Road (including two west bound and one eastbound).
- A signalised intersection at the junction of Lawrence Hargrave Drive and Wrexham Road (with the lane arrangement described above accommodating the three phased arrangement).

The amended design was referred to the RTA for comment. The RTA raised concerns about the future performance of the Lawrence Hargrave Drive/Wrexham Road intersection and its impact on the series of traffic signals through the Thirroul town centre. Stockland commissioned Cardno to prepare a report to examine potential impacts. A copy of the report titled "*Sandon Point Lawrence Hargrave Drive Paramics Modelling, dated August 2010*" is attached at **Attachment E**.

Following the RTA's review of this modelling, the RTA agreed that the amended road layout was acceptable subject to further detailed design.

More recently, Stockland's consultant (Cardno) forwarded to the RTA a revised Detailed Design submission for the RTA's review. Stockland wrote to the RTA on 20 December 2010 summarising the agreements reached to date and to seek the RTA's written confirmation regarding the agreed position. A copy of that letter is attached at **Attachment B**.

The RTA has provided their written confirmation as to the agreed lane design. Their written confirmation is provided at **Attachment A**. The RTA's letter states that their agreement is subject to the changed intersection layout being supported by detailed traffic modelling. This modelling has been provided to the RTA and is found at **Attachment E**. The amended condition, as proposed, provides for an alternate arrangement as agreed with the RTA. If further modelling is required by the RTA, then the amended condition would enable the RTA to request such.

Construction Access

As you are aware Stockland has commenced construction works on the site. Construction access is currently being obtained via an existing lane (Lane 52) which connects the site with Lawrence Hargrave Drive. Smaller vehicles use Sturdee Avenue.



Lane 52 is located near Hewitts Creek. When works associated with the creek commence access to the northern part of the site from Lane 52 will not be possible. Therefore Wrexham Road will be the only access option to the northern part of the site. However, Condition C19 requires that the intersection upgrade of Lawrence Hargrave Drive and Wrexham Road is to occur before Wrexham Road can be used for construction access. This will delay construction works at the northern end of the site.

In order to resolve construction access issues, Stockland has been consulting with the RTA to find an acceptable alternative which has involved a chain of correspondence. An agreed outcome has been reached with the RTA in relation to construction access. Stockland wrote to the RTA on 20 December 2010 to summarise the agreed position and seek the RTA's written confirmation as to the agreed position.

A copy of the letter from the RTA providing their written confirmation is provided at **Attachment A**. A copy of the letter from Stockland is attached at **Attachment B**.

The agreed outcome involves the following:

- Traffic controllers controlling the south bound traffic as northbound vehicles are preparing to turn right into Wrexham Road (a method used by RTA contractors during the recent construction of Lawrence Hargrave Drive); and
- Approximately 30 heavy vehicle 'deliveries' between 7am to 12noon and 10 heavy vehicle 'deliveries' between 12noon and 2pm.

Condition C19 was drafted to address the safety concerns of construction vehicles using Wrexham Road. Stockland, in close consultation with the RTA, has developed a traffic management solution to address the traffic safety issues that is now acceptable to the RTA. Given that the RTA has agreed to the proposed construction traffic management measures (as detailed above) which meets the original objective of this element of Condition C19, Stockland is proposing to modify Condition C19 to reflect this agreement.

Council consultation

Stockland has also consulted with Council regarding the above matters. **Attachment D** is a letter sent to Council from Stockland summarising the agreements reached between Stockland and the RTA. The letter seeks Council's written confirmation that they have no objection to the agreed lane arrangements and construction traffic access arrangements as documented in the letter to the RTA. A copy of the Council's written confirmation is found at **Attachment C**.

Summary

Stockland has been closely consulting with the RTA and has developed an alternative design for Lawrence Hargrave Drive that addresses the RTA's concerns relating to the road layout and construction traffic access arrangements. The Council has also been consulted and does not raise any objection to the agreements reached between Stockland and the RTA.

Condition C19 was originally recommended by the RTA based on information available when the Project application was being assessed. The proposed modification retains the original sub-clauses to Condition C19, but adds a further clause (e) which provides for an alternative arrangement subject to the RTA's agreement. In our opinion this is practical approach to such a condition allowing an opportunity for other traffic solutions to be developed (subject to the RTA's agreement) that can still achieve the RTA's original objectives.

The proposed modification of Condition C19 is consistent with the Project Approval and does not alter the nature of the approved project.



Stockland is happy to discuss the proposed modifications to the conditions and is keen to work with the DoP and RTA in order to achieve a condition that meets the overarching objectives and is readily capable of being implemented.

Should you have any enquiries in relation to this matter please do not hesitate to contact David Kettle on 9980-6933.

Yours faithfully

DON FOX PLANNING PTY LIMITED

A handwritten signature in black ink, appearing to read 'D. Kettle', is written over a faint, illegible printed name.

**DAVID KETTLE
SENIOR TOWN PLANNER**

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