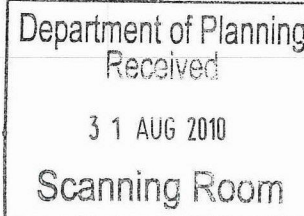


Our Ref: 497DA453 (10/1009) STH09/02534
Contact: Tim Webster 4221 2769
Your Ref: MP 07_0070



The Director
Government Land and Social Projects
Department of Planning
GPO Box 39
SYDNEY 2001

Attention: Peter McManus

**WOLLONGONG CITY COUNCIL – MP 07_0700, HW1, 360-364 CROWN STREET,
PROPOSED WOLLONGONG PRIVATE HOSPITAL, WOLLONGONG.**

Dear Sir

I refer to your letter dated 26 July 2010 requesting comments on the Environmental Assessment.

The RTA has reviewed the submitted information and notes that the subject application is seeking direct vehicular access to Crown Street via a signalised intersection at Staff Street west. In a meeting between Council, Planning, RTA and the applicants' consultant it was suggested that access to Crown Street would be physically restricted to left in/left out by way of a central median containing pedestrian fencing and including a left turn deceleration lane. Crown Street at this location is a State Classified Road and provides direct vehicular access to and from the Central Business District of Wollongong. The RTA has previously advised that in accordance with Clause 101 of State Environmental Planning Policy (Infrastructure) 2007 that any potential vehicular access to the site should occur via the local road network, in this instance Urunga Parade, in order to maintain the safety and efficiency of the classified road network.

Notwithstanding the above, traffic counts shall be undertaken with projected development traffic for the proposed signalised intersection over a period of four hours to assess if the proposed signals meet the warrants for traffic signals as outlined in Section 3 of the RTA's Traffic Signal Practice Design, 1999. If warrants are met for the provision of traffic signals, in order to adequately assess the potential impacts that providing access to the site via a signalised intersection will have on the safety and efficiency of the classified road network the RTA requires the following to be addressed:

- Given the close proximity of the proposed signalised intersection to other signalised intersections, roundabouts and local road junctions the applicant shall undertake network modelling to assess the impacts of the proposed signals on the surrounding intersections and how to appropriately coordinate the signalised intersections. The required network modelling shall be undertaken using PARAMICS. The analysis shall be undertaken in accordance with RTA standards and include a calibration and validation report.
- The model shall consider the effect that internal delays from the boom gates will have on the operation of the proposed signals.

Roads and Traffic Authority

Should the warrants not be met for the provision of traffic signals at this location, issues of vehicular and pedestrian access to the site will have to be revisited and addressed given RTA and Council concerns with access to the classified road network. It should be noted that the RTA will not support the provision of traffic signals where warrants are not met.

The RTA will continue its detailed assessment of the application once the required information is supplied to its satisfaction. Should you require any clarification on this matter please contact Tim Webster on 4221 2769.

Yours faithfully



Trish McClure
Manager, Road Safety and Traffic Management
Southern Operations and Engineering Services

CC Wollongong Council