

20 December 2010

Manager, Road Safety and Traffic Management  
Southern Region  
Roads and Traffic Authority  
PO Box 477  
WOLLONGONG NSW 2520  
DX 5178

Attention: Adam Berry

Dear Sir,

**Sandon Point Project Approval MP07\_0032  
Condition C19 –Road Upgrade Works**

As you are aware 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 of the Project Approval for Sandon Point.

The consulting process between the RTA and Stockland has taken the form of various emails and correspondences and progressively an agreement has been reached between the RTA and Stockland regarding the road upgrade works and construction traffic access arrangements. These agreements do not strictly comply with the requirements of Conditions C19. Stockland is therefore proposes to submit an application under Section 75W of the Environmental Planning and Assessment Act, 1979 in the near future to modify the Project Approval in line with the agreement reached between the RTA and Stockland.

The purpose of this letter is to summarise the agreements reached with the RTA and to seek the RTA's written confirmation regarding the agreed position. This will assist in clearly communicating to the Department of Planning the outcome that has been agreed between the RTA and Stockland.

**Lawrence Hargrave Drive and Wrexham Road intersection design and RTA consultation**

Layout plans of the proposed upgrade were provided to the RTA in October 2010. The plans show the following arrangement:

- 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 turn option into Wrexham Road)
  - One south bound through lane
  - One south bound left turn 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).

On the 6<sup>th</sup> October 2010, the RTA confirmed that the above lane arrangement and intersection design was acceptable subject to further development of some minor detailed design matters. On 29 November 2010, Cardno provided to the RTA a revised Detailed Design submission for the RTA's approval including amendments to address the RTA's concept design review comments. A copy of the layout plans are attached at **Attachment 1**. Stockland is therefore seeking the RTA's confirmation that the above lane arrangement is satisfactory.

### Construction Access

Condition C19 is worded such that Lawrence Hargrave Drive needs to be upgraded before traffic can access the site via Wrexham Road. This includes construction traffic which presents difficulties for Stockland to readily and logically stage its construction program, significantly delaying 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 arrangement and the following chain of correspondence documents the exchanges between Stockland and the RTA regarding this matter:

- Letter dated 20 October 2010 from Stockland to the RTA (**Attachment 2**);
- Letter dated 27 October 2010 from the RTA to Stockland in response to Stockland's letter of 20 October 2010 (**Attachment 3**);
- Email dated 28 October 2010 from Stockland to the RTA (**Attachment 4**);
- Letter dated 1 November 2010 from the RTA to Stockland in response to Stockland's email of 28 October 2010 (**Attachment 5**);
- Email dated 11 November 2010 from Stockland to the RTA addressing concerns raised in the RTA's letter of 1 November 2010 (**Attachment 6**);
- Further email dated 25 November 2010 from Stockland to the RTA addressing concerns raised in the RTA's letter of 1 November 2010 (**Attachment 7**); and
- Email dated 29 November 2010 from the RTA to Stockland agreeing to an alternative solution proposed by Stockland (**Attachment 8**).

The RTA raised concerns regarding construction access using the current configuration of Wrexham Road/Lawrence Hargrave Drive, particularly in relation to restricted sight distance for vehicles turning right from Lawrence Hargrave Drive into Wrexham Road. In order to address the traffic safety issues Stockland suggested a number of options. The preferred option 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.

The RTA in its email of 29 November 2010 (**Attachment 8**) responded to Stockland's proposal outlined in its email of 25 November 2010 and agreed as follows:

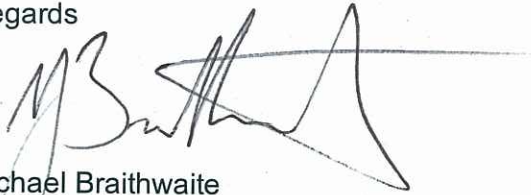
*"The RTA does not object to these arrangements, noting that they will not commence until works on Lawrence Hargrave Drive/Wrexham Road associated with the WAD have commenced, they will only be heavy vehicle movements (of approximately 40 deliveries per day) and there will be no deliveries after 2pm."*

Stockland understands that the RTA is now satisfied with this alternative arrangement to construction traffic access and Stockland is therefore seeking the RTA's confirmation that the RTA does not object to the above traffic management arrangements.

As stated earlier, the purpose of this letter is simply to summarise the agreements reached with the RTA. Stockland is therefore seeking the RTA's written confirmation regarding the agreed position. We look forward to your earliest response to this letter so that Stockland can submit as section 75W modification application to the Department of Planning.

Should you have any questions regarding this letter please contact Michael Braithwaite on 9035 2914.

Regards



Michael Braithwaite  
Senior Development Manager - Residential Development

cc: Chris Millett, Manager Land Use Development, Road Safety and Traffic Management Southern Region, RTA

Matthew Lane, Road Safety and Traffic Management Southern Region, RTA

Pier Panozzo, City Centre & Major Development Manager, Wollongong City Council.

- Attachment 1 Concept Plans of Lawrence Hargrave Drive road upgrade layout
- Attachment 2 Letter dated 6 October 2010 the RTA to Stockland
- Attachment 3 Letter dated 27 October 2010 from the RTA to Stockland
- Attachment 4 Email dated 28 October 2010 from Stockland to the RTA
- Attachment 5 Letter dated 1 November 2010 from the RTA to Stockland
- Attachment 6 Email dated 11 November 2010 from Stockland to the RTA
- Attachment 7 Email dated 25 November 2010 from Stockland to the RTA
- Attachment 8 Email dated 29 November 2010 from the RTA to Stockland

**ATTACHMENT I**

**NOTES**  
**GENERAL**

1. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH RTA SPECIFICATIONS, THE WOLLONGONG SUBDIVISION CODE, TECHNICAL POLICIES IN THE ABSENCE OF RELEVANT DETAILS, THE RELEVANT AUSTRALIAN STANDARDS
2. THE CONTRACTOR SHALL ARRANGE A PRECONSTRUCTION MEETING WITH SERVICE AUTHORITIES TO ESTABLISH THE LOCATION OF UTILITY SERVICES AND SPECIAL REQUIREMENTS.
3. FENCES REMOVED OR DAMAGED DURING CONSTRUCTION TO BE REINSTATED IMMEDIATELY UPON COMPLETION.
4. NO WORK TO BE UNDERTAKEN ON ADJOINING LAND WITHOUT THE WRITTEN PERMISSION OF THE AFFECTED OWNERS.
5. COUNCIL'S TREE PRESERVATION ORDER TO BE OBSERVED AT ALL TIMES.
6. ALL RUBBISH AND STRUCTURES TO BE REMOVED BY THE CONTRACTOR AND DISPOSED AS ADVISED BY THE SUPERINTENDENT.
7. ALL NEW WORKS TO MAKE SMOOTH JUNCTION WITH EXISTING.
8. ALL CONDUITS AND STUBS TO BE LAID UNDER ROAD PAVEMENT PRIOR TO LAYING FINAL ASPHALT SEAL. SUPERINTENDENT PRIOR TO UNDERTAKING SUCH EXCAVATION.

9. STREET SIGNS TO BE LOCATED AS SHOWN ON THE DRAWINGS AND ERECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RTA AND WOLLONGONG CITY COUNCIL.
10. SERVICES SHOWN ON THESE PLANS ARE LOCATED FROM INFORMATION SUPPLIED BY THE RELEVANT AUTHORITIES AND FIELD INVESTIGATIONS AND ARE NOT GUARANTEED COMPLETE OR CORRECT
11. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION
12. VEHICULAR ACCESS AND ALL SERVICES ARE TO BE MAINTAINED AT ALL TIMES TO AREAS AFFECTED BY CONSTRUCTION
13. ALL RUBBISH, BUILDINGS, SHEDS, FENCES AND POWER POLES ARE TO BE REMOVED IN ACCORDANCE WITH THE SPECIFICATION
14. NO TREES TO BE REMOVED OTHER THAN THOSE AFFECTED BY THE WORKS IN ACCORDANCE WITH COUNCIL'S TREE PRESERVATION ORDER.
15. ALL STREET SIGNAGE TO BE IN ACCORDANCE WITH AS1742.5 - 1997
16. ALL STREET SIGNS TO BE LOCATED A MINIMUM 500mm CLEAR OF FACE OF KERB AT LOCATIONS SHOWN
17. ALL TRAFFIC CONTROL STREET SIGN TO BE IN ACCORDANCE AS 1742.2 - 1997
18. ALL LINE MARKING TO BE IN ACCORDANCE WITH RTA DELINEATION MANUAL
19. PRIOR TO COMMENCEMENT ON SITE, THE PRINCIPAL CONTRACTOR IS TO SUPPLY A PROJECT SPECIFIC SAFE WORK METHOD STATEMENT AND RISK ASSESSMENT TO THE PRINCIPAL FOR APPROVAL FOR ALL TASKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE OCCUPATION, HEALTH AND SAFETY ACT (2000) AND REGULATION (2001)

**CONCRETE WORKS**

19. COMPRESSIVE STRENGTH (F'CI) FOR CAST IN SITU CONCRETE SHALL BE MINIMUM 25 MPa AT 28 DAYS.
20. ALL KERB TO BE KERB & GUTTER UNLESS SPECIFIED OTHERWISE.

**ROADWORKS (ROAD)**

21. ALL FLEXIBLE ROAD PAVEMENTS TO BE CONSTRUCTED IN ACCORDANCE WITH APRG AND RTA STANDARDS
22. CONDUIT TRENCHES BENEATH ROADS TO BE BACKFILLED WITH 5mm MINUS BASALT GRAVEL OR AS OTHERWISE APPROVED BY THE SUPERINTENDENT.
23. LINE MARKING TO BE REMOVED DURING PAVEMENT EXCAVATION/REMOVAL

**SURVEY**

24. THE CONTRACTOR SHALL UNDERTAKE THE NECESSARY SURVEY SETOUT FOR THE WORKS.
25. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ANY UTILITY SERVICES OVER THE SITE.
26. ALL SURVEY MARKS TO BE RETAINED UNLESS ADVISED OTHERWISE BY THE SUPERINTENDENT.
27. THE CONTRACTOR SHALL SURVEY THE LOCATION AND LEVEL OF BURIED ENDS AND JUNCTIONS OF PIPES AND CONDUITS FOR FUTURE WORKS AS EXECUTED PLANS.

**GEOTECHNICAL**

28. UNSUITABLE SUBGRADE MATERIAL TO BE TREATED AS RECOMMENDED BY GEOTECHNICAL CONSULTANT.
29. ABRUPT CHANGES IN SUBSURFACE CONDITIONS TO BE REPORTED IMMEDIATELY TO THE GEOTECHNICAL CONSULTANT.
30. PAVEMENT DEPTHS SHOWN ON CROSS SECTIONS ARE FOR DESIGN PURPOSE ONLY. ALL DEPTHS TO BE CONFIRMED FOLLOWING INSITU SUBGRADE CBR TESTING DURING CONSTRUCTION
31. SUBGRADE, SUBBASE AND BASE COURSES ARE TO BE COMPACTED TO THE REQUIREMENTS OF THE RTA
32. PUBLIC UTILITY SERVICES ARE TO BE ADJUSTED AS NECESSARY (AT DEVELOPERS COST)
33. PROVIDE 150mm TOPSOIL WITH GRASS SEEDING ON FOOTWAYS AND ALL OTHER AREAS DISTURBED DURING CONSTRUCTION. A 0.4m WIDE CONTINUOUS STRIP OF COUCH GRASS SHALL BE PLACED BEHIND THE BACK OF KERB.
34. ALL TESTING OF EARTHWORKS SHALL BE UNDERTAKEN BY THE PRINCIPAL APPOINTED GEOTECHNICAL TESTING AUTHORITY

NOT FOR CONSTRUCTION

REV	DATE	BY	APP.	DETAILS	DRAWING STATUS
1	23/11/10	SJM	RXT	LHT LANE WIDENING, UPDATED LINE MARKING, MISC REVS	DESIGN BY RXT 16/08/10 DRAWN BY CJG 16/08/10 DRAFTING CHECK CJG 18/10/10 DESIGN CHECK RXT 22/10/10 FINAL APPROVAL RXT 22/10/10
					<b>FOR APPROVAL</b>

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HEIGHT DATUM  
AHD

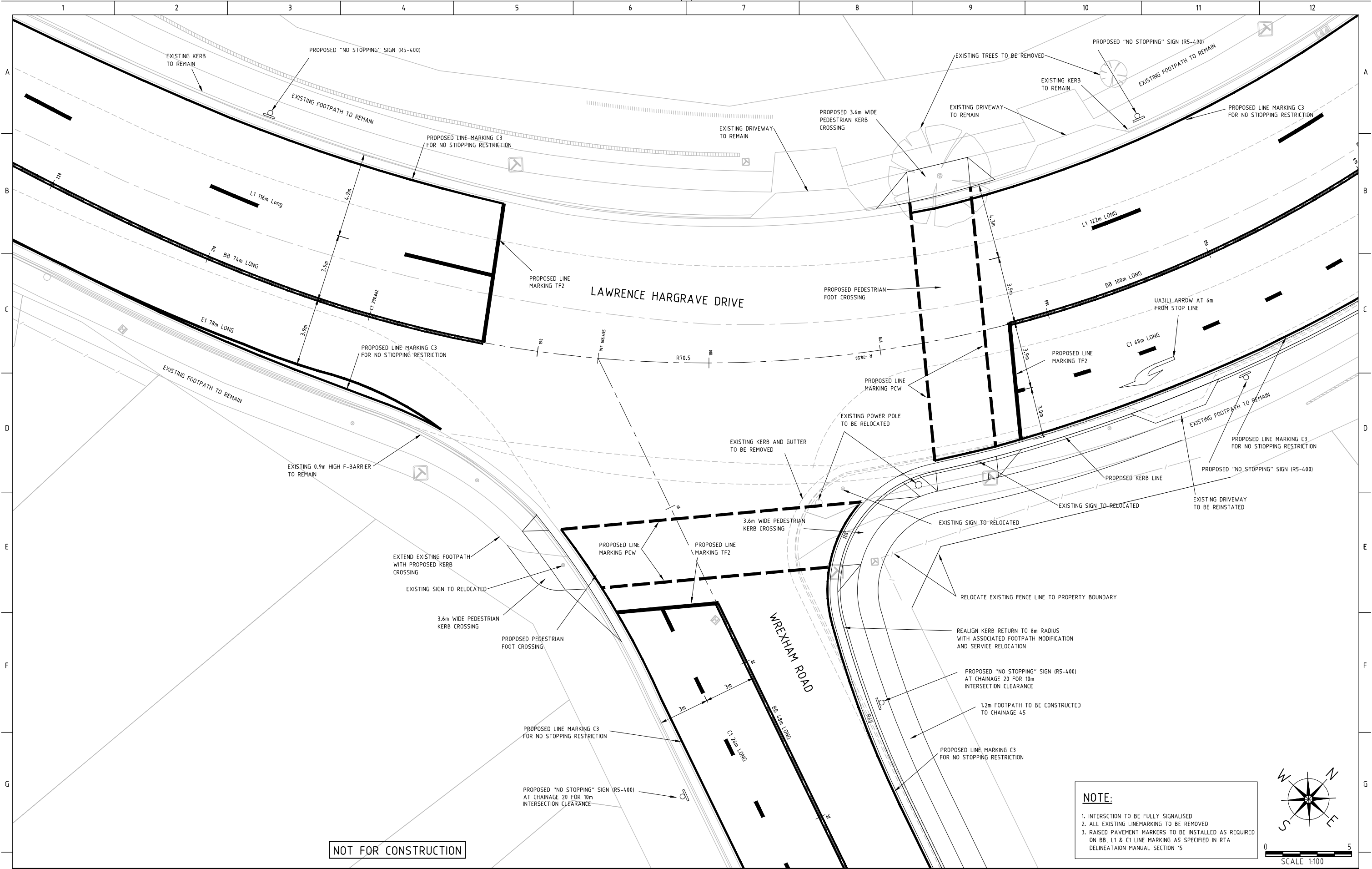
278 KEIRA STREET, WOLLONGONG, NSW 2500  
Ph: (02) 4228 4133 Facsimile: (02) 4228 6811 ACN 003 936 981  
This drawing is subject to COPYRIGHT. It remains the property of Forbes Rigby Pty Ltd

PROJECT TITLE  
LAWRENCE HARGRAVE  
DRIVE/WREXHAM RD  
INTERSECTION UPGRADE  
for  
STOCKLAND DEVELOPMENTS PTY LTD

DRAWING TITLE  
LAWRENCE HARGRAVE DRIVE  
ROAD UPGRADE LAYOUT  
SHEET 1 OF 5

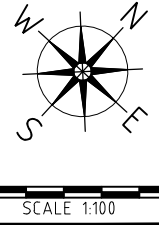
Project No.	Com No.	Drawing No.	REV
106062	8	8701	R1





**NOTE:**

- 1. INTERSECTION TO BE FULLY SIGNALISED
- 2. ALL EXISTING LINEMARKING TO BE REMOVED
- 3. RAISED PAVEMENT MARKERS TO BE INSTALLED AS REQUIRED ON BB, L1 & C1 LINE MARKING AS SPECIFIED IN RTA DELINEATION MANUAL SECTION 15



REV	DATE	BY	APP.	DETAILS
1	23/11/10	SJM	RXT	LHT LANE WIDENING, UPDATED LINE MARKING, MISC REVS

DRAWING STATUS		
DESIGN BY	RXT	16/08/10
DRAWN BY	CJG	16/08/10
DRAFTING CHECK	CJG	18/10/10
DESIGN CHECK	RXT	22/10/10
FINAL APPROVAL	RXT	22/10/10
FOR APPROVAL		

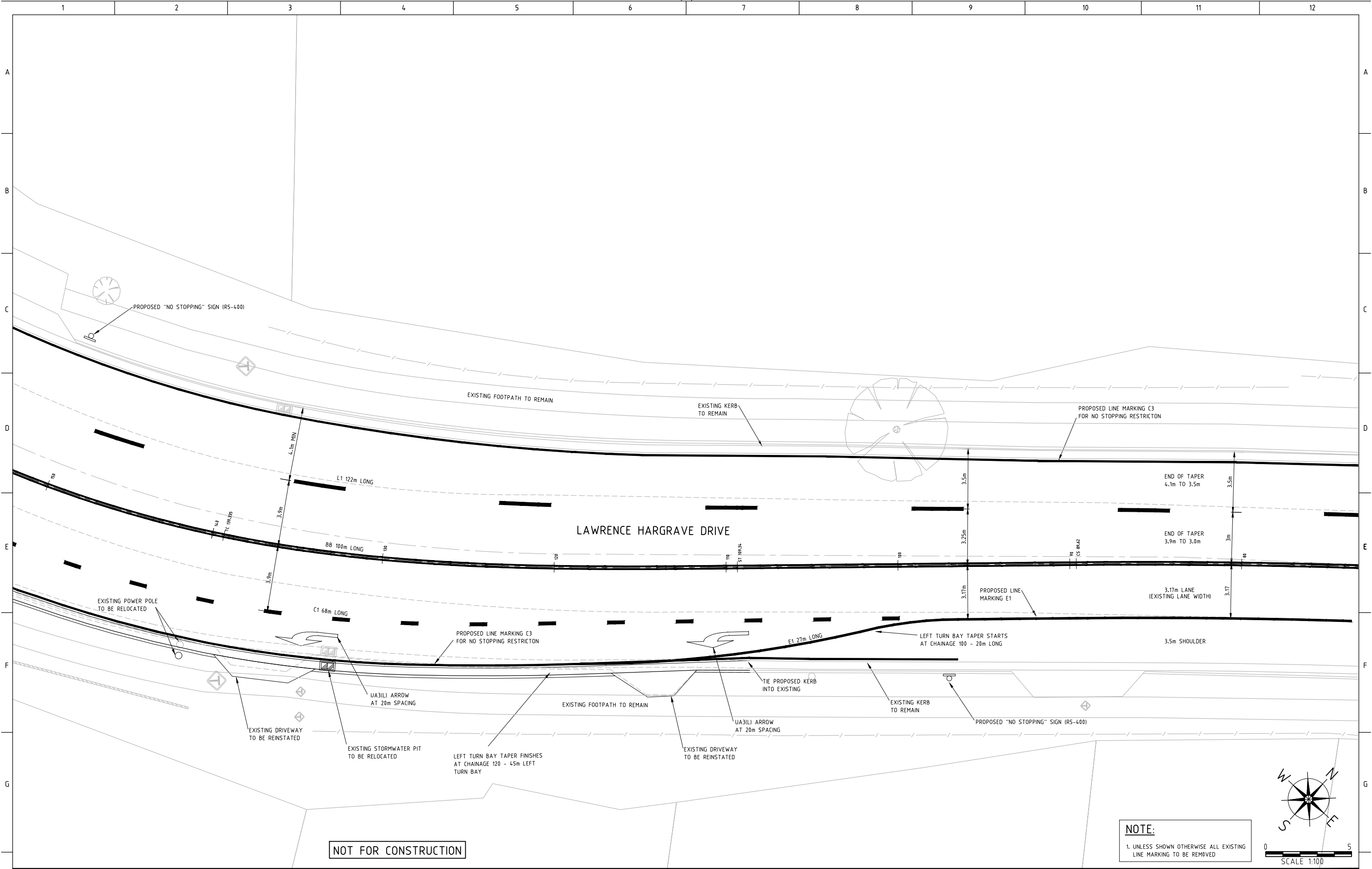
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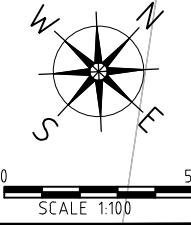
278 KEIRA STREET, WOLLONGONG, NSW 2500  
Ph: (02) 4228 4133 Facsimile: (02) 4228 6811 ACN 003 936 981  
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PROJECT TITLE	
LAWRENCE HARGRAVE DRIVE/WREXHAM RD INTERSECTION UPGRADE for STOCKLAND DEVELOPMENTS PTY LTD	

DRAWING TITLE			
LAWRENCE HARGRAVE DRIVE ROAD UPGRADE LAYOUT SHEET 3 OF 5			
Project No.	Com No.	Drawing No.	REV
106062	8	8703	R1



**NOTE:**  
1. UNLESS SHOWN OTHERWISE ALL EXISTING LINE MARKING TO BE REMOVED



REV	DATE	BY	APP.	DETAILS
1	23/11/10	SJM	RXT	LHT LANE WIDENING, UPDATED LINE MARKING, MISC REVS

DRAWING STATUS		
DESIGN BY	RXT	16/08/10
DRAWN BY	CJG	16/08/10
DRAFTING CHECK	CJG	18/10/10
DESIGN CHECK	RXT	22/10/10
FINAL APPROVAL	RXT	22/10/10
FOR APPROVAL		

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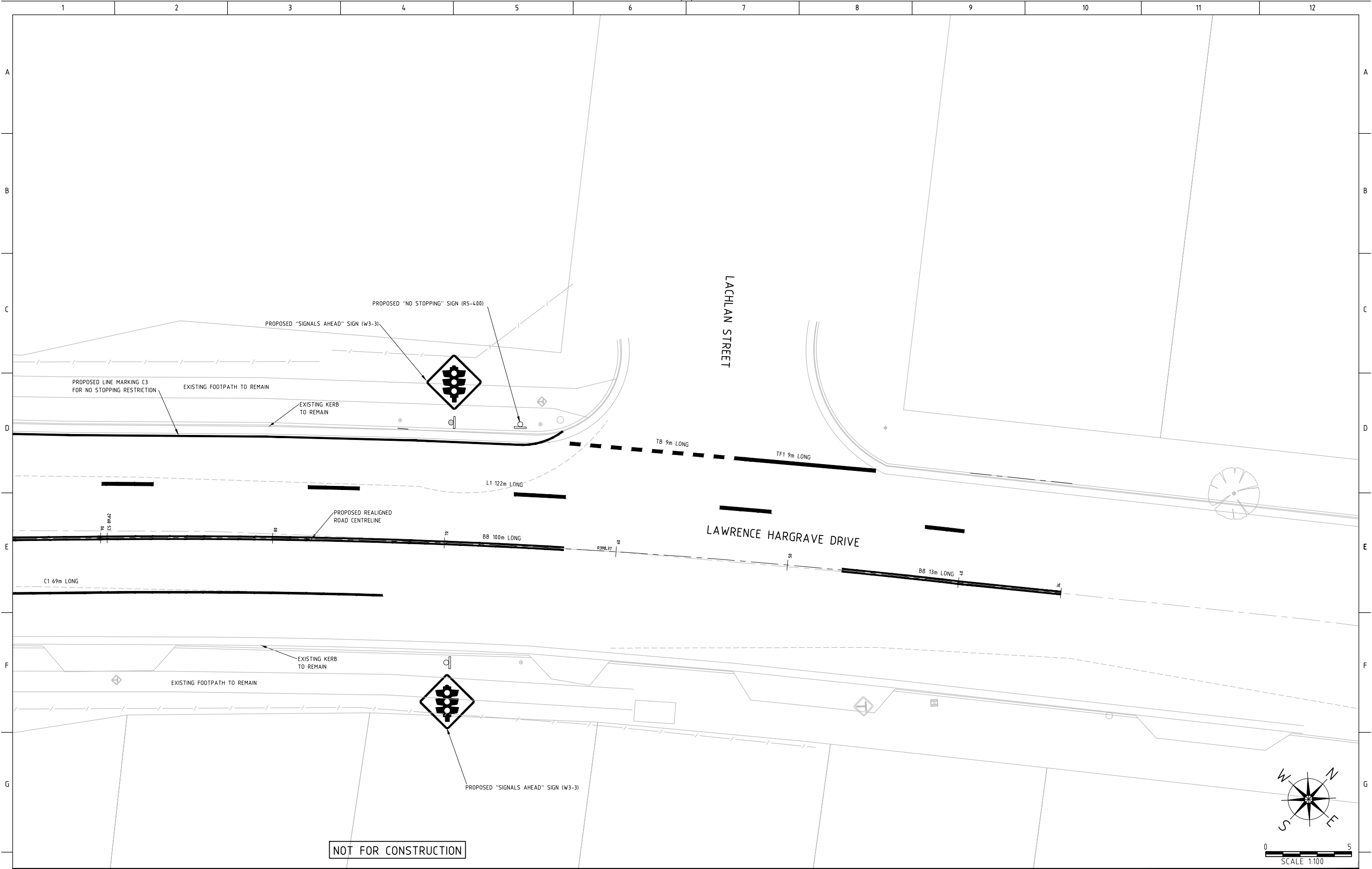
HEIGHT DATUM  
AHD



**278 KEIRA STREET, WOLLONGONG, NSW 2500**  
Ph: (02) 4228 4133 Facsimile: (02) 4228 6811 ACN 003 936 981  
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**PROJECT TITLE**  
LAWRENCE HARGRAVE DRIVE/WREXHAM RD INTERSECTION UPGRADE for STOCKLAND DEVELOPMENTS PTY LTD

DRAWING TITLE			
LAWRENCE HARGRAVE DRIVE ROAD UPGRADE LAYOUT SHEET 4 OF 5			
Project No.	Com No.	Drawing No.	REV
106062	8	8704	R1



REV	DATE	BY	APP.	DETAILS
1	23/11/10	SJM	RXT	LHT LANE WIDENING, UPDATED LINE MARKING, MISC REVS

DRAWING STATUS		
DESIGN BY	RXT	16/08/10
DRAWN BY	CJG	16/08/10
DRAFTING CHECK	CJG	18/10/10
DESIGN CHECK	RXT	22/10/10
FINAL APPROVAL	RXT	22/10/10
FOR APPROVAL		

SCALE: (on A1 Original)
1:100
HEIGHT DATUM AHD



278 KEIRA STREET, WOLLONGONG, NSW 2500  
Ph: (02) 4228 4133 Facsimile: (02) 4228 6811 ACN 003 936 981  
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PROJECT TITLE	
LAWRENCE HARGRAVE DRIVE/WREXHAM RD INTERSECTION UPGRADE for STOCKLAND DEVELOPMENTS PTY LTD	

DRAWING TITLE			
LAWRENCE HARGRAVE DRIVE ROAD UPGRADE LAYOUT SHEET 5 OF 5			
Project No.	Com No.	Drawing No.	REV
106062	8	8705	R1

**ATTACHMENT 2**

497DA237-2  
Chris Millet



06 OCT 2010

Mr Ryhan Thomson  
Cardno Forbes Rigby Pty Ltd  
278 Keira Street  
Wollongong NSW 2500

WOLLONGONG CITY COUNCIL – SANDON POINT DEVELOPMENT MP 07\_0032 – MRI85,  
LAWRENCE HARGRAVE DRIVE, THIRROUL - REVISED ARRANGEMENTS FOR ROAD UPGRADES

Dear Sir

Reference is made to the revised concept design provided to the RTA for consideration.

The RTA has reviewed the information provided and is satisfied that the revised concept is generally in accordance with RTA requirements. Given this, the RTA accepts the concept design plans submitted subject to the attached issues being addressed in the detailed design stage.

To progress the project, please complete and return the attached Works Authorisation Deed Facsimile document with the required project details to [matthew\\_lane@rtansw.gov.au](mailto:matthew_lane@rtansw.gov.au).

If you have any questions please contact Matthew Lane on 4221 2719.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Adam Berry'.

Adam Berry  
Manager, Road Safety & Traffic Management  
Southern Region

CC General Manager, Wollongong City Council (via email)  
Annisa Levy, Cardno (via email)

Roads and Traffic Authority



Level 4, 906 Wollongong Street, Wollongong NSW 2500  
P.O. Box 477, Wollongong NSW 2500  
DX5178 Wollongong  
[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

### Preliminary Design Comments for Lawrence Hargrave Dr/Wrexham Rd Project

- Moving the pedestrian crossing and subsequent stop line in Wrexham Road forward to the minimum 0.6m offset to the through kerb line will improve the operating efficiency of the signals by decreasing delay and improving sight to adjacent pedestrians.
- Moving the pedestrian crossing and subsequent stop line on the southern approach in Lawrence Hargrave Drive to the minimum offset of 0.5m from the intersection with the adjacent crossing and the kerb will also improve the operating efficiency of the signals by decreasing delays and improving sight to adjacent pedestrians.
- The current pedestrian crossing linemarking as per the Traffic Signal Guide is a dashed line labelled PCW, not a TF line. All pedestrian crossings depicted in the drawings should represent this.
- Reducing the taper for the commencement of the left turn bay to 20m will add definition and increase storage capacity. Is the length of this right turn adequate for any storage required by the traffic analysis?
- The approach linemarking in Wrexham Road is shown as an L1 line. As it defines adjacent turning lanes the appropriate linemarking is a C1 line as per the Delineation Manual.
- The southbound lane line in Lawrence Hargrave Drive should be labelled as a C1 line as it defines the edge of the carriageway to a turning lane as per the Delineation Manual.
- The northbound lane line on Lawrence Hargrave Drive has been labelled correctly (L1) however it is drawn as a C1 lane line.
- The pavement layout plan requires more detail, particularly the extent of works required and the type of pavement and stabilisation to be used.

# Facsimile

To:

(Name)

From:

(Section/Location)

Fax:	(02) XXXXXXXXXX	Pages: 1
Phone	(02) XXXXXXXXXX	Date:
Project No: PML XXXXX		
Project Name: (Road No/Road Name/Project Name)		

RE: Works Authorisation Deed, Project Details required by RTA

## DEVELOPER DETAILS

1. Name of Developer: \_\_\_\_\_
2. ABN: \_\_\_\_\_
3. ACN: \_\_\_\_\_
4. Address (Street address): \_\_\_\_\_
5. Postal Address: \_\_\_\_\_
6. Authorised Representative: \_\_\_\_\_
7. Address: \_\_\_\_\_
8. Telephone : \_\_\_\_\_
9. Fax : \_\_\_\_\_
10. Mobile : \_\_\_\_\_
11. Email \_\_\_\_\_

Estimates of cost of work in road reserve

- a) Roadworks \$ \_\_\_\_\_
- b) Bridgeworks \$ \_\_\_\_\_
- c) Traffic Signals \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_

SIGNED: \_\_\_\_\_

NAME: (print) \_\_\_\_\_ DATE: \_\_\_\_\_



**ATTACHMENT 3**

497DA237-2  
Chris Millet



27 OCT 2010

Mr Marcelo Steimbeisser  
Stocklands Pty Ltd  
PO Box 998  
Sydney NSW 2000

**WOLLONGONG CITY COUNCIL – SANDON POINT DEVELOPMENT MP 07\_0032 – MRI85,  
LAWRENCE HARGRAVE DRIVE, THIRROUL – SECTION 75W AMENDMENT APPLICATION**

Dear Sir

Reference is made to your letter dated 20 October 2010 regarding the application for a Section 75W amendment to Condition C19 of the development approval (MP07-0032).

The RTA has reviewed your submission. Whilst the RTA has no objection to the amendment for the changed lane configurations on Lawrence Hargrave Drive, the RTA has the following concerns:

- *Prior to any residential traffic assessing the proposal via Wrexham Road*

The RTA cannot support the proposition of construction traffic utilising the Wrexham Road intersection prior to traffic signal installation. Restricted sight distance at this intersection makes this proposition unacceptable. As you would be aware, the RTA has previously raised issues with the lack of sight distance for vehicles turning right from Lawrence Hargrave Drive into Wrexham Road. In this regard, sight distance would be restricted by northbound vehicles, particularly by higher vehicles, queued back from the Phillip Street traffic signals. This is why the RTA would not accept an intersection design that relied on a filter arrangement.

- *A short (approximately twenty metre) left hand turn slip lane into Wrexham Road*

As detailed in the previous design comments, the left hand turn slip lane needs to be at least 35m in length (20m for the left hand turn bay, and 15m for the taper on approach to the bay).

- *All works listed in a, b, c and d are to have commenced prior to subdivision certificate for stage 1 can be issued.*

The RTA does not object to this point, provided it is amended to the following: all works listed in a, b, c and d are to have commenced prior to subdivision certificate for stage 1 can be issued and completed prior to any occupation (interim or final).

If you have any questions please contact Matthew Lane on 4221 2719.

Yours sincerely

A blue ink signature of Adam Berry, written in a cursive style.

Adam Berry  
Manager, Road Safety & Traffic Management  
Southern Region

**Roads and Traffic Authority**

CC General Manager, Wollongong City Council (via email)  
Annisa Levy, Cardno (via email)  
Anthony Witherdin, Department of Planning (via email)

**ATTACHMENT 4**

## David Kettle

---

**From:** Marcelo Steimbeisser [marcelo.steimbeisser@stockland.com.au]  
**Sent:** Thursday, 28 October 2010 9:21 AM  
**To:** 'Matthew\_LANE@rta.nsw.gov.au'  
**Cc:** 'chris\_millet@rta.nsw.gov.au'; Ryhan Thomson  
**Subject:** Lawrence Hargrave Drive and Wrexham Road

Matthew

Thanks you for your prompt response with regards to my letter dated 22 October 2010.

As it was discussed yesterday, it is critical that we can get construction traffic accessing Lawrence Hargrave Drive via Wrexham Road. Our only access is via Lane 52 which is directly connected to Hewitts Creek. Unless we can organise an alternate access, we will not be able to complete our creek works in which it will delay our stage 1 registration.

I take on board your comments regarding the safety aspect of vehicular access to Lawrence Hargrave Drive and Wrexham Road with out the traffic signals operating. If we can agree that a left in-left out arrange in Wrexham Road for construction traffic only until the lights are operation, that would assist greatly in allowing our contractor to complete the civil works.

I suggest a site meeting to assess the situation would help determine a satisfactory resolution.

Please confirm your availability.

Regards

Marcelo Steimbeisser

Development Manager-Residential Development Stockland, Level 25, 133 Castlereagh Street,  
Sydney NSW 2000 T +61 2 9035 2868 M +61 413 997 197 F +61 2 8988 2868 E

[marcelo.steimbeisser@stockland.com.au](mailto:marcelo.steimbeisser@stockland.com.au)

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**ATTACHMENT 5**

497DA237-2  
Chris Millet



01 NOV 2010

Mr Marcelo Steimbeisser  
Stocklands Pty Ltd  
PO Box 998  
Sydney NSW 2000

**WOLLONGONG CITY COUNCIL – SANDON POINT DEVELOPMENT MP 07\_0032 – MRI85,  
LAWRENCE HARGRAVE DRIVE, THIRROUL – SECTION 75W AMENDMENT APPLICATION**

Dear Sir

Reference is made to your email dated 28 October 2010 regarding the application for a Section 75W amendment to Condition C19 of the development approval (MP07-0032).

Whilst the RTA understands the reasoning behind a 'left-in, left-out' proposal for construction traffic at the intersection of Lawrence Hargrave Drive and Wrexham Road, the RTA has two significant concerns with the proposal. Specifically, how will Stocklands ensure compliance with the left in/left out arrangement (for all road users) and what the alternate turning arrangements are proposed, particularly for vehicles accessing the site from the south.

In this regard, in order for the RTA to consider the left in/left out proposal, the RTA requires a traffic management plan (TMP) detailing the proposed arrangements. This should include details of daily and peak traffic volumes for light vehicles and heavy vehicles. Once this information is received, the RTA will review your proposal and make an assessment on the suitability of the proposed left in left out arrangement.

If you have any questions please contact Matthew Lane on 4221 2719.

Yours sincerely

Adam Berry  
Manager, Road Safety & Traffic Management  
Southern Region

CC General Manager, Wollongong City Council (via email)  
Annisa Levy, Cardno (via email)  
Anthony Witherdin, Department of Planning (via email)

**ATTACHMENT 6**

## David Kettle

---

**From:** Marcelo Steimbeisser [marcelo.steimbeisser@stockland.com.au]  
**Sent:** Thursday, 11 November 2010 10:47 AM  
**To:** 'Matthew\_LANE@rta.nsw.gov.au'  
**Cc:** 'chris\_millet@rta.nsw.gov.au'; Ryhan Thomson  
**Subject:** Lawrence Hargrave Drive and Wrexham Road Intersection  
**Attachments:** img-Y110912-0001.pdf

Matthew

I refer to your correspondence dated 1 November 2010, with regards to the left-in/left-out arrangement at the above mentioned intersection.

Our preliminary investigation has resulted in several options that may be adopted as a suitable arrangement to manage the north bound traffic travelling along Lawrence Hargrave Drive, to enable a safe entrance into Wrexham Road.

Option 1:

- \* Left turn into High Street
- \* Right in Pass Avenue
- \* Right into Lachlan Street and
- \* Right into Lawrence Hargrave Drive.

Option 2:

- \* Left turn into High Street
- \* Right in Pass Avenue
- \* Through to Kelton lane
- \* Right into George Street
- \* Right into Lawrence Hargrave Drive using the signals on Phillip Street

Refer to attached sketch illustrating the 2 options described above.

Option 3:

This would require, installing temporary traffic signals (24hrs/ day) on Lawrence Hargrave Drive to permit right the north bound vehicles a hand turn into Wrexham Road Option 4: Having traffic controllers during the hours of operation and controlling the southbound traffic as north bound vehicle are preparing to enter Wrexham Road.

All 4 proposal do cause some inconvenience to the existing traffic conditions, but I feel that Option 4, would have the least impact to the community. This method will also allow the existing residents of Wrexham Road a safe entry/exit to their residence.

This method was also adopted by your contractors during the construction of Lawrence Hargrave Drive. I'll await for your response in order to give our contractors an instruction with regards to the above.

Regards

Marcelo Steimbeisser

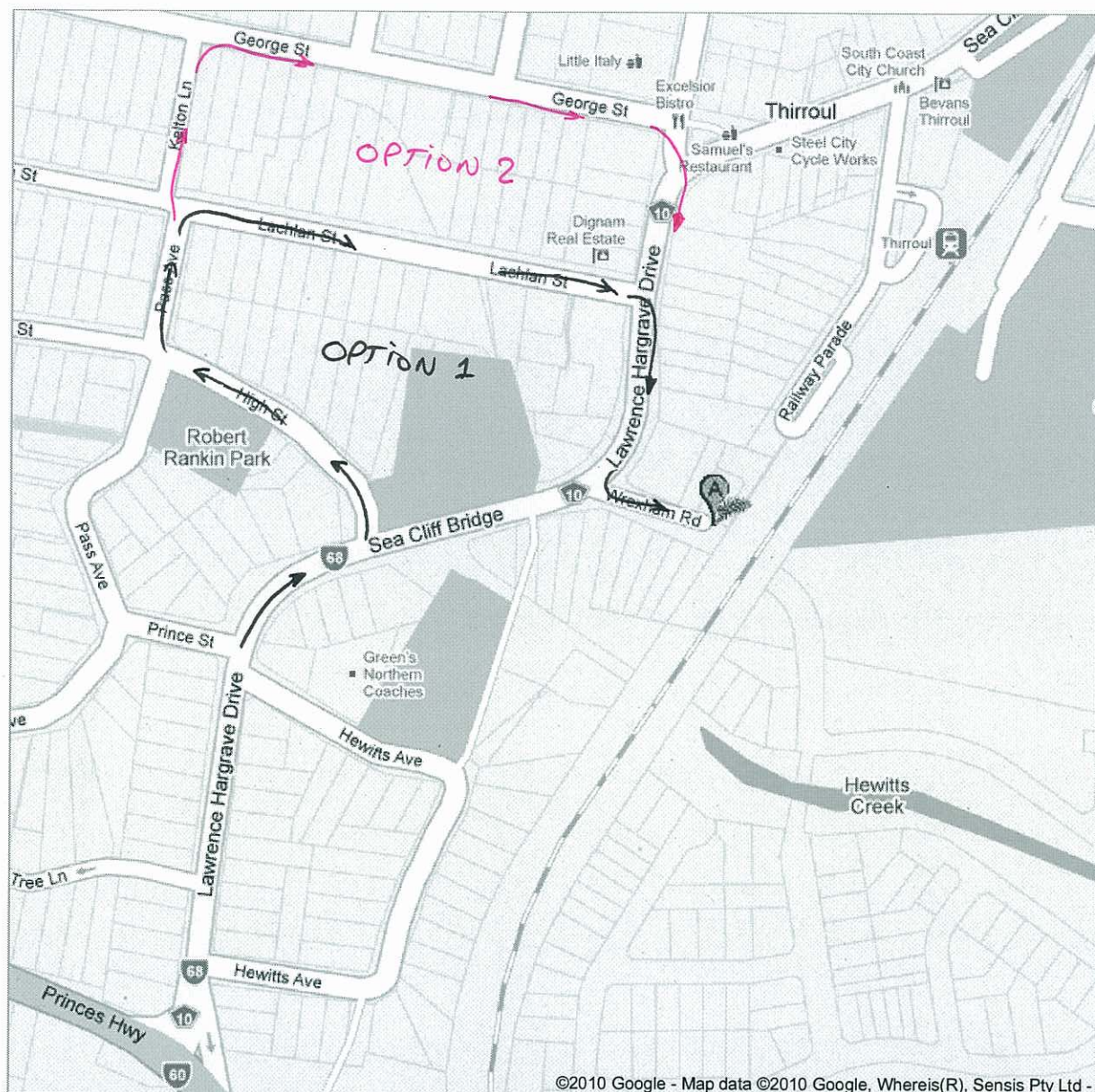
Development Manager-Residential Development Stockland, Level 25, 133 Castlereagh Street,  
Sydney NSW 2000 T +61 2 9035 2868 M +61 413 997 197 F +61 2 8988 2868 E

[marcelo.steimbeisser@stockland.com.au](mailto:marcelo.steimbeisser@stockland.com.au)

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[Print](#)Google maps  
AustraliaAddress Wrexham Rd  
Thirroul New South Wales 2515

Notes



**ATTACHMENT 7**

## David Kettle

---

**From:** Marcelo Steimbeisser [marcelo.steimbeisser@stockland.com.au]  
**Sent:** Thursday, 25 November 2010 1:57 PM  
**To:** Chris Millet  
**Cc:** 'Matthew\_LANE@rta.nsw.gov.au'; Ryhan Thomson; Jamie Clouten  
**Subject:** FW: Lawrence Hargrave Drive and Wrexham Road Intersection  
**Attachments:** 1001 - Subdivision Layout Plan-June 2010\_R6 condition B2.pdf; img-Y110912-0001.pdf

Chris

I refer to yesterday's (24/11/10) telephone conversation, with regards to resolving the issue of obtaining construction access through Wrexham Road.

Further to our discussion, the intension of using Wrexham Road is only to allow heavy vehicles and deliveries to site. Menai Civil has successfully been able to separate cars and utes to utilize Sturdee Avenue bridge access and all heavy vehicles and deliveries through Lane 52 as the formal construction access. Unfortunately, Lane 52 is connected to Hewitts Creek, when the creek works commences, this access will conflict with the construction activity (refer to attached masterplan to view arrangements between Lane 52 and Hewitt Creeks).

As discussed, we anticipate peak deliveries to be approximately 40 deliveries per day of supplies and equipment to the site. We expect the majority of delivery to occur between the hours of 7am-12noon (approx 30 deliveries) with the remaining 10 to occur between 12noon- 2.00pm. In order to manage the right turn vehicles we have offered to have traffic controllers managing the south bound traffic along Lawrence Hargrave Drive. In order to minimize disruption to the local community, it was agreed when construction commences of Lawrence Hargrave Drive and Wrexham Road, there would be traffic controllers on site and the heavy vehicles/deliveries can utilize Wrexham Road as a form of construction access to site.

Based on the above, we seek an agreement from the RTA that Stockland can proceed with the above mentioned arrangements.

If you require any further information, please do not hesitate to contact me on 0413 997 197

Regards

Marcelo Steimbeisser

Development Manager-Residential Development Stockland, Level 25, 133 Castlereagh Street, Sydney NSW 2000

T +61 2

M +61 413 997 197

F +61 2 8988 2868 E [marcelo.steimbeisser@stockland.com.au](mailto:marcelo.steimbeisser@stockland.com.au)

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From: Marcelo Steimbeisser

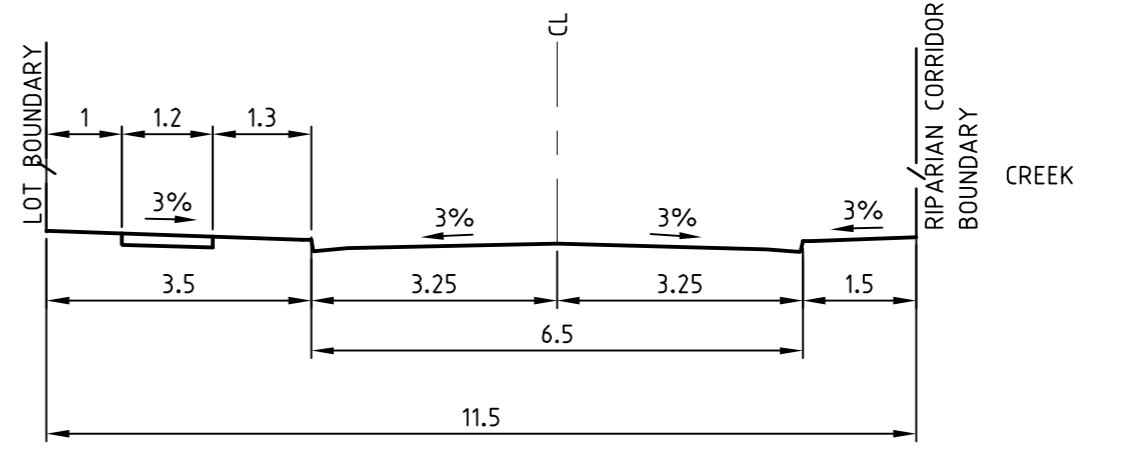
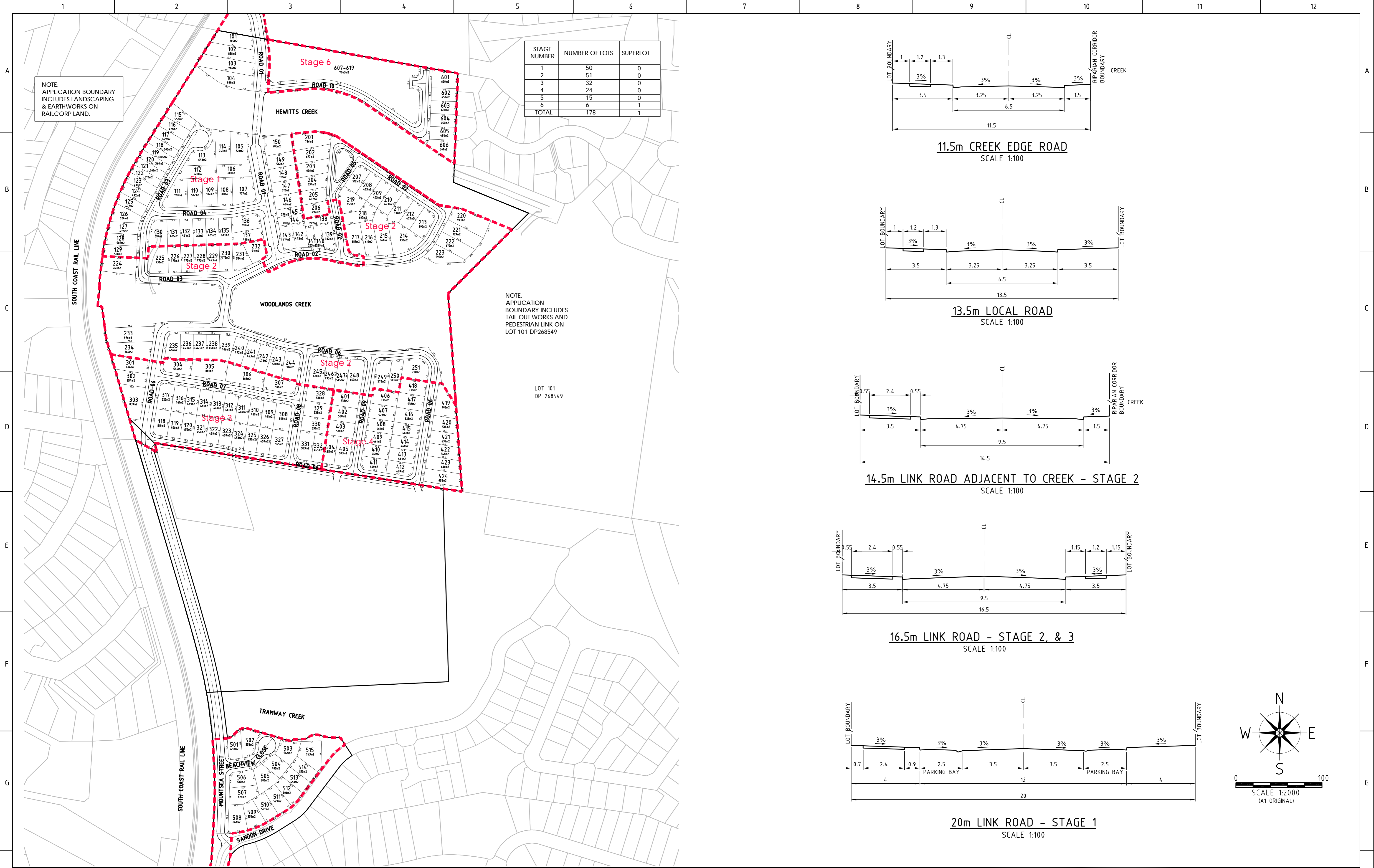
Sent: Thursday, 11 November 2010 10:47 AM

To: 'Matthew\_LANE@rta.nsw.gov.au'

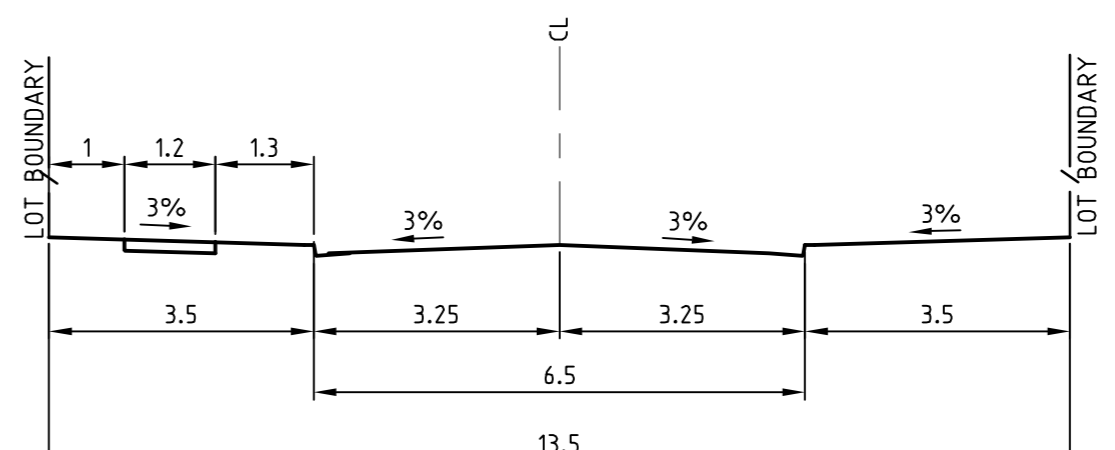
Cc: 'chris\_millet@rta.nsw.gov.au'; Ryhan Thomson

Subject: Lawrence Hargrave Drive and Wrexham Road Intersection

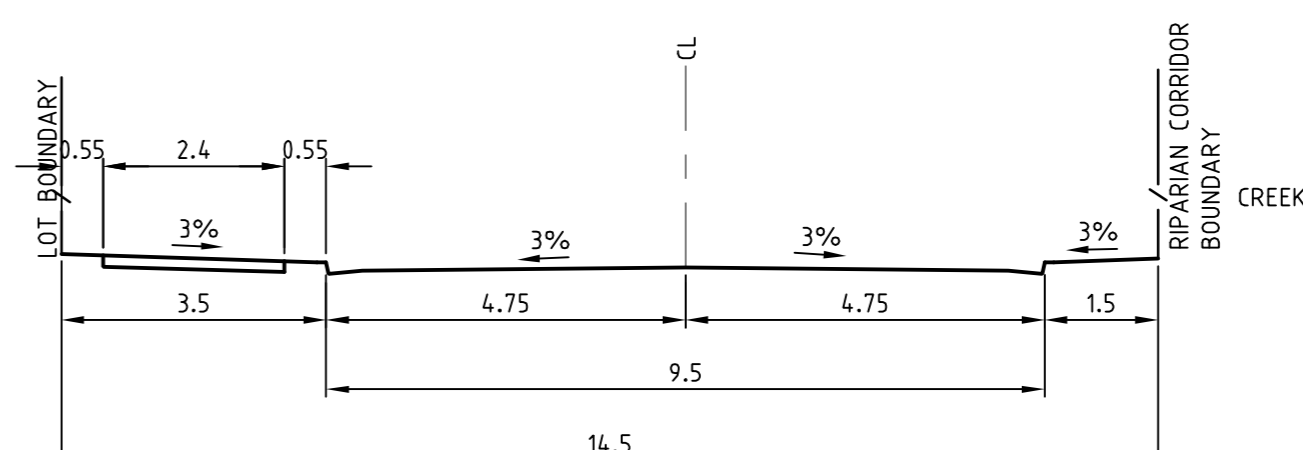
Matthew



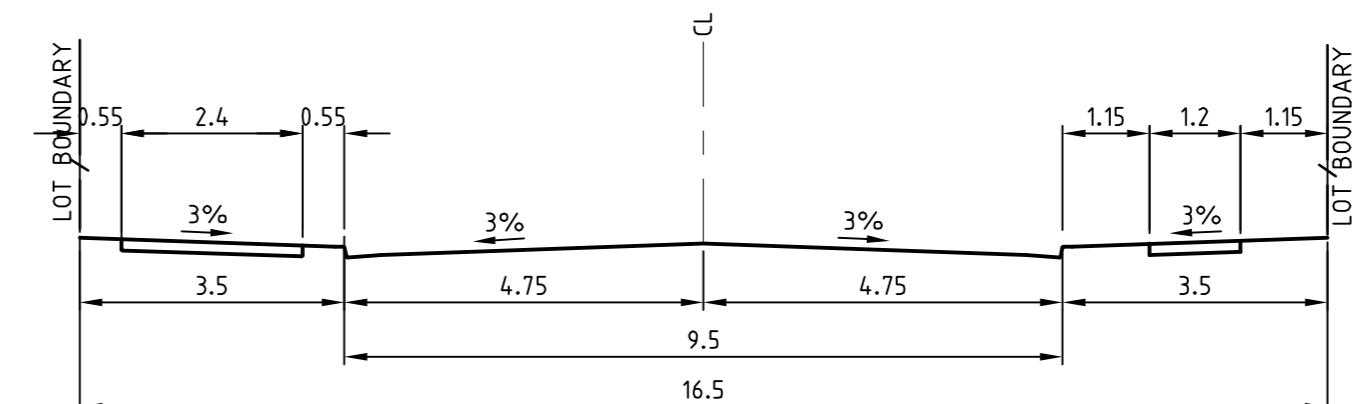
11.5m CREEK EDGE ROAD  
SCALE 1:100



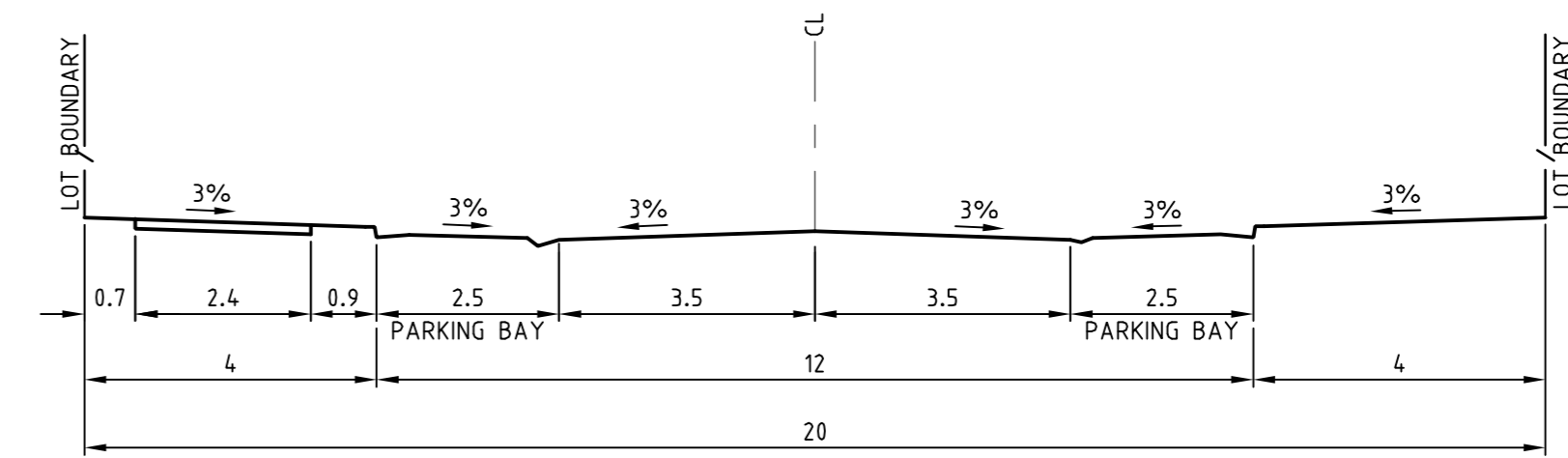
13.5m LOCAL ROAD  
SCALE 1:100



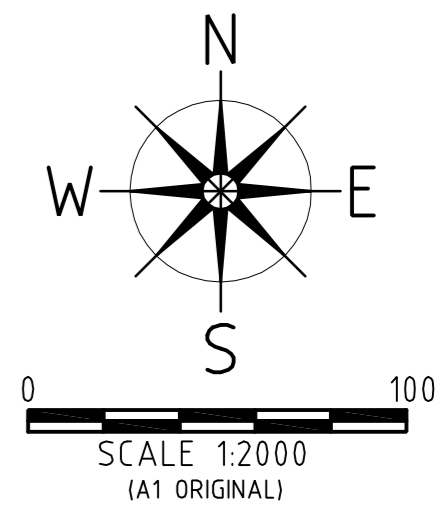
14.5m LINK ROAD ADJACENT TO CREEK - STAGE 2  
SCALE 1:100



16.5m LINK ROAD - STAGE 2, & 3  
SCALE 1:100



20m LINK ROAD - STAGE 1  
SCALE 1:100



REV	DATE	BY	APP.	DETAILS
1	16/07/07	CJG	PJM	MINOR LAYOUT AMENDMENT
2	17/08/07	ROH	PJM	MINOR AMENDMENT TO SECTION
3	21/01/10	ROH	PJM	CONDITION B2 AMENDMENTS
4	28/05/10	CJG	RXT	LAYOUT AND CROSS SECTIONS UPDATED
5	31/05/10	CJG	RXT	LOT AREAS AND NUMBER UPDATED
6	11/06/10	CJG	RXT	ALL LOT DIMENSIONS UPDATED AND LAYOUT UPDATED

DRAWING STATUS		
DESIGN BY	PJM	19/02/07
DRAWN BY	ROH	19/02/07
DRAFTING CHECK	PJS	25/05/07
DESIGN CHECK	PJM	05/07/07
FINAL APPROVAL	PJM	05/07/07

NOTE:  
THIS PLAN PREVAILS OVER  
ANY OTHER PLAN CONTAINED  
IN REPORTS ACCOMPANYING  
THE PROJECT PLAN  
APPLICATION.

SCALE:  
(on A1 Original)  
**1:2000**  
  
HEIGHT DATUM  
AHD



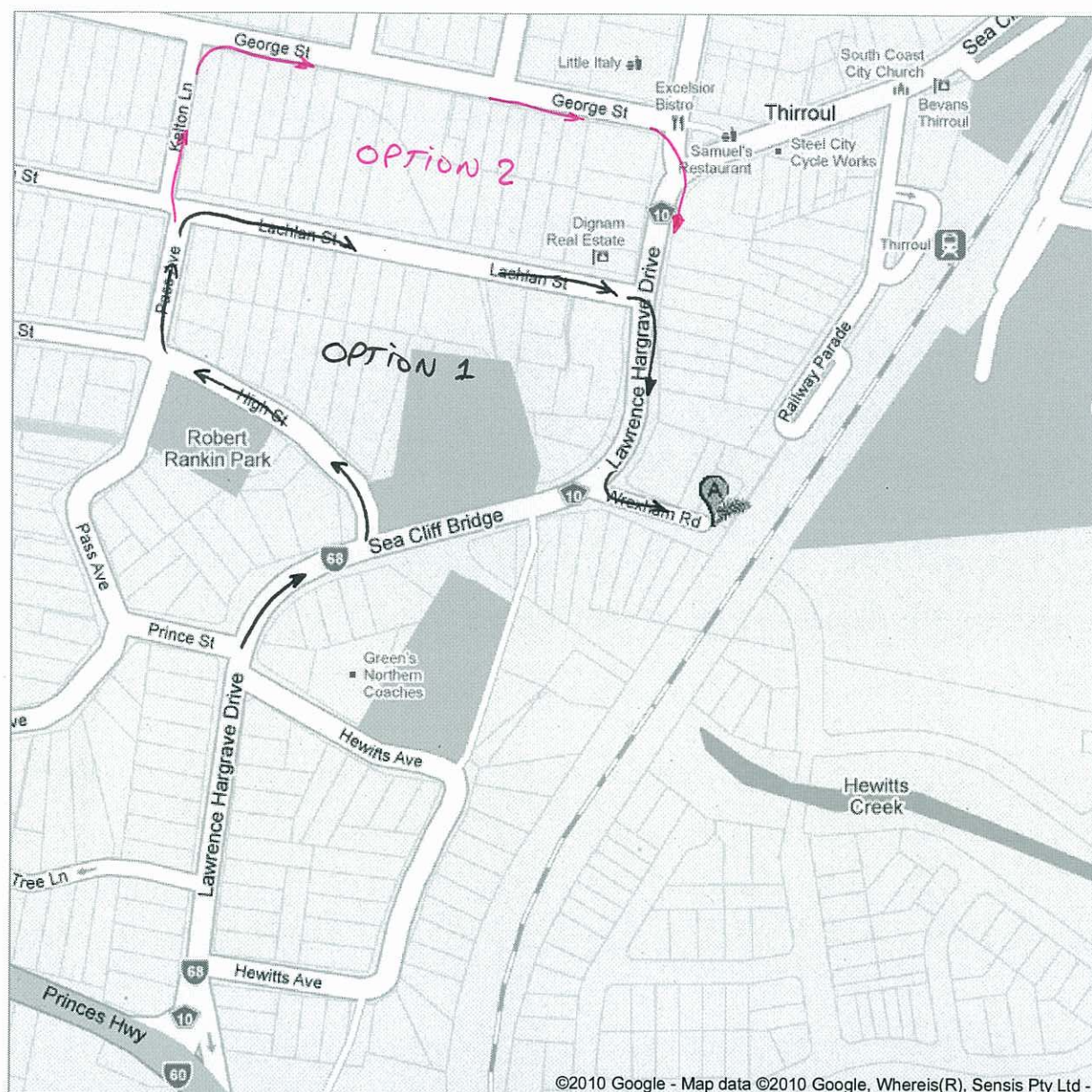
**278 KEIRA STREET, WOLLONGONG, NSW 2500**  
Ph: (02) 4228 4133 Facsimile: (02) 4228 6811 ACN: 051 074 992  
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PROJECT TITLE  
**SANDON POINT  
RESIDENTIAL SUBDIVISION  
for  
STOCKLAND DEVELOPMENT PTY LTD**

DRAWING TITLE SUBDIVISION LAYOUT PLAN JUNE 2010			
Project No. <b>106062</b>	Com No. <b>1</b>	Drawing No. <b>1001</b>	REV <b>6</b>

[Print](#)Google maps  
AustraliaAddress Wrexham Rd  
Thirroul New South Wales 2515

Notes



**ATTACHMENT 8**

## David Kettle

---

**From:** MILLET Chris P [Chris\_MILLET@rta.nsw.gov.au]  
**Sent:** Monday, 29 November 2010 11:11 AM  
**To:** Marcelo Steimbeisser  
**Cc:** LANE Matthew; Ryhan Thomson; Jamie Clouten  
**Subject:** RE: Lawrence Hargrave Drive and Wrexham Road Intersection

Hi Marcelo

Reference is made to your email below and our discussion on 24/11/2010.

The RTA does not object to these arrangements, noting that they will not commence until works on Lawrence Hargrave Drive/Wrexham Road associated with the WAD have commenced, they will only be heavy vehicle movements (of approximately 40 deliveries per day) and there will be no delivered after 2pm.

Cheers

Chris Millet  
Manager, Land Use Development  
Road Safety & Traffic Management  
Regional Operations & Engineering Services

Roads and Traffic Authority

---

Level 4, 90 Crown Street, Wollongong NSW 2500 PO Box 477 Wollongong NSW 2520 DX 5178 T 02 4221 2570 | F 02 4221 2777 [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au) [chris\\_millet@rta.nsw.gov.au](mailto:chris_millet@rta.nsw.gov.au)

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-----Original Message-----

**From:** Marcelo Steimbeisser [<mailto:marcelo.steimbeisser@stockland.com.au>]  
**Sent:** Thursday, 25 November 2010 1:57 PM  
**To:** MILLET Chris P  
**Cc:** LANE Matthew; 'Ryhan Thomson'; Jamie Clouten  
**Subject:** FW: Lawrence Hargrave Drive and Wrexham Road Intersection

Chris

I refer to yesterday's (24/11/10) telephone conversation, with regards to resolving the issue of obtaining construction access through Wrexham Road.

Further to our discussion, the intension of using Wrexham Road is only to allow heavy vehicles and deliveries to site. Menai Civil has successfully been able to separate cars and utes to utilize Sturdee Avenue bridge access and all heavy vehicles and deliveries through Lane 52 as the formal construction access. Unfortunately, Lane 52 is connected to Hewitts Creek, when the creek works commences, this access will conflict with the construction activity (refer to attached masterplan to view arrangements between Lane 52 and Hewitt Creeks).

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Based on the above, we seek an agreement from the RTA that Stockland can proceed with the above mentioned arrangements.

If you require any further information, please do not hesitate to contact me on 0413 997 197

Regards

Marcelo Steimbeisser

Development Manager-Residential Development Stockland, Level 25, 133 Castlereagh Street, Sydney NSW 2000

T +61 2 M +61 413 997 197

F +61 2 8988 2868 E [marcelo.steimbeisser@stockland.com.au](mailto:marcelo.steimbeisser@stockland.com.au)

---

From: Marcelo Steimbeisser

Sent: Thursday, 11 November 2010 10:47 AM

To: 'Matthew\_LANE@rta.nsw.gov.au'

Cc: 'chris\_millet@rta.nsw.gov.au'; Ryhan Thomson

Subject: Lawrence Hargrave Drive and Wrexham Road Intersection

Matthew

I refer to your correspondence dated 1 November 2010, with regards to the left-in/left-out arrangement at the above mentioned intersection.

Our preliminary investigation has resulted in several options that may be adopted as a suitable arrangement to manage the north bound traffic travelling along Lawrence Hargrave Drive, to enable a safe entrance into Wrexham Road.

Option 1:

- \* Left turn into High Street
- \* Right in Pass Avenue
- \* Right into Lachlan Street and
- \* Right into Lawrence Hargrave Drive.

Option 2:

- \* Left turn into High Street
- \* Right in Pass Avenue
- \* Through to Kelton lane
- \* Right into George Street
- \* Right into Lawrence Hargrave Drive using the signals on Phillip Street

Refer to attached sketch illustrating the 2 options described above.

Option 3:

This would require, installing temporary traffic signals (24hrs/ day) on Lawrence Hargrave Drive to permit right the north bound vehicles a hand turn into Wrexham Road Option 4: Having traffic controllers during the hours of operation and controlling the southbound traffic as north bound vehicle are preparing to enter Wrexham Road.

All 4 proposal do cause some inconvenience to the existing traffic conditions, but I feel that Option 4, would have the least impact to the community. This method will also allow the existing residents of Wrexham Road a safe entry/exit to their residence.

This method was also adopted by your contractors during the construction of Lawrence Hargrave Drive. I'll await for your response in order to give our contractors an instruction with regards to the above.

Regards

Marcelo Steimbeisser

Development Manager-Residential Development Stockland, Level 25, 133 Castlereagh Street,  
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marcelo.steimbeisser@stockland.com.au

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