

The General Manager  
Department of Planning & Infrastructure  
GPO Box 39  
Sydney NSW 2001

Attention: Peter McManus

**DEPARTMENT OF PLANNING & INFRASTRUCTURE – MP07\_0070 MOD 1 –  
WOLLONGONG PRIVATE HOSPITAL**

---

Dear Sir

Reference is made to your letter dated 19 July 2013 regarding the subject development forwarded to Roads and Maritime Services (RMS) for consideration.

RMS has reviewed the submitted information and objects to the modification. In this regard the following comments are provided for your consideration:

- RMS objects to the removal of the Urunga Parade car park entry. RMS highlights that the provision of this access in the original development was a fundamental part of RMS' decision to accept traffic signals to be provided on Crown Street. That is, without the access, RMS would not have accepted the provision of traffic signals or any other form of access on Crown Street.
- Clause 101 of the Infrastructure State Environmental Planning Policy (SEPP) relates to development with frontage to a classified road. Clause 101(2)(a) of the SEPP states "where practicable, vehicular access to the land is provided by a road other than the classified road". The development involves a complete reconstruction of the site. Given this, coupled with the fact that the site has a frontage to an existing local road, RMS can see no legitimate reason to suggest it is not practical to provide access to the local road in accordance with the SEPP. If it is not possible, or difficult, to provide this access under the proposed modified building layout, then RMS considers that either the building layout needs to be modified or the scale of the development itself needs to be reduced.
- RMS understands that the developers reasons for providing the access was to allow vehicles to enter the site after dropping visitors off at the Crown Street access. Whilst this represents a valid reason to provide access in the original development, RMS does not consider it represents a valid reason to remove the access under the modified arrangements which allow drop off vehicles on Crown Street to continue into the car park from the Crown Street access.
- Notwithstanding the objectives of Clause 101 of the Infrastructure SEPP, RMS considers the Urunga Parade access is required to achieve appropriate network accessibility. As you would be aware, as part of the approved access arrangements the right turn from Crown Street into the development was prohibited to ensure queuing at the entrance did not compromise road safety or traffic efficiency. RMS considers that the provision of this access is vital in terms of network accessibility, particularly for trips origins in Gwynneville, Wollongong, North Wollongong and the entire northern suburbs



of Wollongong (Fairy Meadow, Corrimal, Woonona, Bulli, Thirroul etc). For instance, vehicles with an origin in the northern suburbs to the hospital precinct would typically use the Foley Street exit from Memorial Drive to access the site. Under the approved arrangements, a trip from Woonona would be approximately 10.3km. If the Urunga Parade access was removed, the simplest access arrangement would be to continue south of Memorial Drive, onto the Southern Freeway, exit at the Figtree interchange and then access the site via Crown Street. This trip, from Woonona, would be approximately 12.3km. Alternatively, vehicles may choose to utilise Staff Street for access, either by entering at Staff Street's eastern junction with Crown and then looping around to the western junction with Crown, or by entering Staff Street's western junction with Crown Street and performing a u-turn manoeuvre. Both options are circuitous and unnecessarily increase movements on Crown Street at various intersections. Whilst access into Urunga Parade is also circuitous for trips from certain origins, RMS considers that this access is more intuitive for drivers in comparison to the Staff Street loop option and more appropriate than the Staff Street u-turn option.

- The access of Urunga Parade coincides well with the general access arrangements in medical precinct, noting that access to the proposed Hospital car park development is off both New Dapto Road and Dudley Street.
- In addition to RMS' concerns relating to the deletion of the Urunga Parade access, RMS has concerns with regard to the revised layout of the internal arrangements off Crown Street. Whilst RMS recognises that there are some benefits with the revised layout, RMS has concerns with the limited approach distance to the Crown Street access for vehicles exiting the development. This limited distance is likely to result in poor "loading" of the traffic signals, which essentially means only a few vehicles will be able to leave in any given traffic signal phase, leading to internal queuing. The internal queuing itself is not necessarily a concern to RMS unless the queuing leads to other internal queuing with vehicles waiting to drop off visitors. Such queuing could in turn create queuing back to Crown Street for vehicles entering the site. RMS considers that the developer needs to review the internal layout and improve the arrangements.

It should be noted that RMS will not provide the necessary approval required under the Section 87 of the Roads Act, 1993 for the traffic signals on Crown Street without an entry to the car park of Urunga Parade.

It should also be noted that the developer is aware of RMS' concerns with regard to the removal of the Urunga Parade access and the internal car park issues on the Crown Street access. The developer has advised RMS that they will be preparing a submission in response to these concerns.

RMS will reconsider the application once the above issues are addressed to its satisfaction. If you have any questions please contact Chris Millet on 4221 2570.

Yours faithfully



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

**22 AUG 2013**

CC – Charlie Bevan, Wollongong City Council  
Sent via email to [cbevan@wollongong.nsw.gov.au](mailto:cbevan@wollongong.nsw.gov.au)