

Our Ref: STH13/00127/02
Contact: Andrea Boes 4221 2771
Your Ref: MP07_0070 MOD 1



Transport
Roads & Maritime
Services

Industry, Social Projects & Key Sites
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Peter McManus

**WOLLONGONG CITY COUNCIL – MAJOR PROJECT MODIFICATION APPLICATION 07_0070
MOD 1 – 360-364 CROWN STREET, WOLLONGONG – WOLLONGONG PRIVATE HOSPITAL**

Dear Sir

Reference is made to your letter dated 6 September 2013 regarding the subject project application forwarded to Roads and Maritime Services (RMS) for consideration.

RMS has reviewed the information provided and will not object to the project modification application subject to the following comments being included in the conditions of development consent:

- Prior to the issuing of the construction certificate, the developer shall enter into a Works Authorisation Deed (WAD) with the RMS for all works on Crown Street.
- The existing vehicular access point on the eastern side of the property from Crown Street to Lot 1 DP 565056 shall be physically closed by reinstating the kerb and gutter.
- All ground floor parking, excluding the service yard, shall be marked for accessible and/or staff parking only to reduce congestion and queuing in this area caused by short term parking for general visitors.
- 'Keep Clear' road marking shall be used to ensure that vehicles entering the site to access the underground car park are not obstructed by vehicles waiting to drop off or pick up from the main hospital entry.
- Prior to the issuing of construction certification, RMS recommends that the developer considers the impact of road traffic noise on the proposal and where appropriate, design the development such that road traffic noise from Crown Street is mitigated in accordance with NSW Government's *Development Near Rail Corridors and Busy Roads – Interim Guideline, 2008*. It should be noted that this is a recommendation, not a requirement.
- Prior to any occupation, the developer shall upgrade the junction of the access to the subject site, Staff Street and Crown Street to be traffic signals in accordance with Austroads *Guide to Road Design Part 4a: Unsignalised and signalised intersections*, Austroads *Guide To Traffic Management Part 6: Intersections, Interchanges and Crossings* (2007) and the RTA's *Traffic Signal Design* (2008).

Roads & Maritime Services

- Land dedication will be required at the Crown Street access to facilitate the maintenance of the traffic signals. This requirement will be addressed post consent during the WAD process.
- The Crown Street access to the subject site, i.e., the northern leg of the new signalised intersection, shall be constructed with kerb and gutter returns and pram ramps in accordance with RMS' Model Drawings MD.R173.B01.A.1 (sheets 1 to 3) and AS1428.1. The Model Drawings may be viewed on the RMS website via the following link:

http://www.rta.nsw.gov.au/doingbusinesswithus/designdocuments/modelroaddrwings/mrd_generalconcretepaving.html

This is required to provide clarity for pedestrians travelling along the northern side of Crown Street and to facilitate the entry and exit of vehicles into the new access.

- Landscaping and fencing should not restrict vehicular sight lines on Crown Street and Staff Street. In this regard, where landscaping or fencing is proposed along the frontage, landscaping plans should indicate clear sight lines in both directions at the accesses.
- Where required, the developer shall upgrade/provide lighting in accordance with Australian Standard AS/NZS1158.
- The developer shall mitigate any increased road traffic noise associated with the traffic signals on nearby residents (and other sensitive receivers) in accordance with the Department of Environment, Climate Change and Water's *Environmental Criteria for Road Traffic Noise*. It should be noted that this will require pre-construction and may require post construction noise monitoring.
- The developer should ensure that post development storm water discharge from the subject site into the classified road drainage system does not exceed the pre-development application discharge.
- 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.
- All roadworks and traffic control facilities including traffic signals must be undertaken by a pre-qualified contractor. A copy of pre-qualified contractors can be found on the RMS website at:
<http://www.rta.nsw.gov.au/doingbusinesswithus/tenderscontracts/prequalifiedcontractors.html>
- RMS will be exercising its powers under Section 64 of the Roads Act, 1993 to become the roads authority for works on Crown Street. Given this, Section 138 consent under the Roads Act, 1993 shall be obtained from the RMS prior to construction.
- The developer shall apply for, and obtain a Road Occupancy Licence (ROL) from the RMS Traffic Operations Unit (TOU) prior to commencing roadworks on a State Road or any other works that impact a travel lane of a State Road or impact the operation of traffic signals on any road. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU. The developer shall submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependant upon RMS receiving an accurate and compliant TMP.

Note: An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by RMS Project Manager.

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 RMS consent under the Roads Act, 1993.

Roads & Maritime Services

RMS highlights that in deciding whether or not to approve the major project application under Part 3A of the Environmental Planning and Assessment Act, 1979, it is the Minister's responsibility to consider the environmental impacts of any road works which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of any development consent. Depending on the level of environmental assessment undertaken to date and nature of the works, the Department may require the developer to undertake further environmental assessment for any ancillary road works.

It is requested that the Department advise the applicant that conditions of development consent do not guarantee RMS final consent to the specific road work, traffic control facilities and other structures and works on the classified road network. In this regard, prior to undertaking any such work, the applicant is required to submit detailed design plans and all relevant additional information prior to commencing work on the State road network. The developer will need to pay all RMS fees and charges associated with works. In the first instance, to progress the post consent process, the applicant should email the conditions of development consent to: development.southern@rms.nsw.gov.au

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

Yours faithfully



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

20 SEP 2013

Roads & Maritime Services

