

Our Reference: SYD13/00320
Your Reference: MP10_0230
Contact: James Hall
Telephone: 8849-2047



Transport
Roads & Maritime
Services

Director
Metropolitan & Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Mark Brown

EXHIBITION OF WOOLLOOWARE BAY TOWN CENTRE - STAGE 1

Dear Ms Jones,

I refer to your email of 5 March 2013 inviting the Roads and Maritime Services (RMS) to provide comment on the abovementioned Project Application (MP10_0230). RMS appreciates the opportunity to provide comment on the proposed development.

RMS has reviewed the Project Application and notes that the applicant proposes three signalised intersections on Captain Cook Drive as outlined in Section 4.8.1 of the submitted Environmental Assessment, which requires approval of RMS under Section 87 of the Roads Act, 1993. As stated in a previous letter (attached) to the applicant, prior to lodgement of the Project Application, RMS grants approval to the two proposed traffic signals on Captain Cook Drive associated with the retail/Club precinct. The signalised T intersection associated with the proposed residential precinct was endorsed by RMS in previous correspondence dated 14 May 2012 (attached) in response to the Preferred Project Report. The construction approval of these signalised intersections are subject to the following requirements, which should be incorporated into any consent:

1. The proposed signalised intersections on Captain Cook Drive shall be designed and constructed to RMS requirements.

In this regard, the signal phasing and geometric layout of the signalised intersections shall be as depicted in the SCATES modelling submitted in an email dated 14 December 2012 to RMS from McLaren Traffic Engineering Pty Ltd and the civil design plans prepared by at&I dated 29 January 2013.

Roads and Maritime Services

2. The proposed signalised T intersection on Captain Cook Drive associated with the residential component of the development will require removal of the existing mid-block signalised pedestrian crossing on Captain Cook Drive due to the close proximity of these existing traffic lights to the proposed new signalised intersection at the driveway to the proposed residential development. The full cost of the removal of the existing signalised mid-block pedestrian crossing shall be borne by the developer.
3. In accordance with the RMS Traffic Signal Design Guide, the developer is required to create an easement to allow RMS to locate traffic signal components on their (private) property.
4. Whether or not a marked foot crossing is provided across the signalised entrance to a private development, there must be a level separation between the road and footpath through the construction of a barrier kerb and gutter. Kerb ramps must be provided in accordance with RMS requirements.
5. In accordance with Austroads, splays (clear of obstructions) are required at the property line to ensure adequate visibility between vehicles on a driveway and pedestrians on the footpath.
6. In accordance with RMS's Technical Direction for new traffic signals, signalised pedestrian crossings shall be provided on all legs of the proposed signalised intersections.
7. The provision of the proposed traffic lights on Captain Cook Drive will require provision of full time No Stopping parking restrictions along Captain Cook Drive and Woollooware Road. The length of these restrictions shall be to RMS satisfaction and determined during the detailed design review, prior to construction.
8. The developer will be required to enter into a Major Works Authorisation Deed (WAD) with RMS for the proposed traffic signals and associated civil works on Captain Cook Drive.
9. As part of the abovementioned WAD process, the developer will be required to provide an upfront payment for the first ten (10) years of maintenance of the signal hardware.
10. All utility relocation required as a result of the proposed signalised intersection shall be at full cost to the developer.
11. The WAD shall be executed, prior to release of any Construction Certificate.

Comment: Concept plans are acceptable as attachments to the WAD documentation to enable execution. However, no physical road works can commence on Captain Cook Drive until such time that detailed traffic signal design and civil road design plans are approved for construction.

12. No Occupation Certificate shall be released until such time that the three proposed signalised intersections are fully constructed and operational.

13. All works associated with the proposed development shall be at no cost to RMS.

In addition to the above, RMS provides the following advisory comments to the Department for consideration in the determination of the Project Application:

14. As advised in the previous RMS letter dated 14 May 2012 in response to the Preferred Project Report, the traffic generated by the proposal will add to existing traffic congestion currently experienced by motorists at the intersections of Taren Point Road/Captain Cook Drive, Gannons Road/Captain Cook Drive and Kingsway/Gannons Road.

However, it is recognised that the cost of upgrading these intersections would be cost prohibitive to the applicant as land acquisition and utility relocation would be required.

As a result of the above, it is considered imperative that a sufficient mode share to public transport is achieved. In this regard it is noted that a shuttle bus service is proposed to be provided that will link the site to existing transport nodes of Caringbah and Woollooware Railway Stations until such time regular bus services are implemented. RMS supports this transport initiative and recommends that the operation of this shuttle bus service be continually monitored post commencement of operation to identify the need (if any) to increase the frequency of service and any necessary new measures (if required) to further encourage use of this service.

15. The Game Day/Satellite Parking Management Plan should be finalised in consultation with Sutherland Shire Council and relevant Government Agencies, prior to the release of any Construction Certificate. This Management Plan should be continually monitored and reviewed to identify any necessary amendments (if required) to ensure pedestrian safety is not compromised during and post construction.
16. Due to the proximity of the proposed retail car park driveway on Woollooware Road North to the proposed signalised intersection on Captain Cook Drive, this driveway should be restricted to left in/left out movements only. Right turn movements at this driveway should be prohibited by extending the proposed central raised concrete median island on Woollooware Road North from the stop line at the proposed signalised intersection on Captain Cook Drive to an appropriate distance past the proposed driveway. Vehicles exiting the proposed retail car park onto Woollooware Road North can utilise the cul-de-sac at the end of this road to access the signalised intersection on Captain Cook Drive.
17. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with Austroads.

18. Off-street parking associated with the proposed development shall be designed and constructed in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002.

Please refer further enquiries to the undersigned on telephone 8849 2047 or via email at James.Hall@rms.nsw.gov.au.

Yours sincerely



James Hall
Senior Land Use Planner
Transport Planning, Sydney Region

22 April 2013

Our Reference: SYD12/00430
Contact: James Hall
Telephone: 8849-2047



Transport
Roads & Maritime
Services

General Manager Development
Bluestone Property Solutions Pty Ltd
Suite 1, Level 6
71 Macquarie Street
Sydney NSW 2000

Attention: Matt Crews

WOOLLOOWARE BAY TOWN CENTRE

Dear Matt,

I refer to your email dated 7 February 2012 seeking "approval in principle" from Roads and Maritime Services (RMS) to the two proposed signalised intersections on Captain Cook Drive and associated road works that form part of the abovementioned planning proposal.

As you would already be aware, RMS met with your traffic consultant McLaren-Traffic Engineering on 12 December 2012 to discuss the twin retail traffic signals on Captain Cook Drive and associated works to service the proposed new Woollooware Bay Town Centre retail precinct.

Based on the outcome from the meeting on 12 December 2012 and subsequent review of the SCATES analysis submitted by McLaren Traffic Engineering, RMS grants "approval in principle" to the two proposed signalised intersections on Captain Cook Drive and associated works, which is subject to these signalised intersections being fully designed and constructed to RMS standards.

Further to the above, while RMS endorses the general layout of the two proposed signalised intersections on Captain Cook Drive as depicted in the submitted SCATES modelling, the eastbound right turn storage bay on Captain Cook Drive associated with the right turn movement into Woollooware Road will need to be 80 metres in length to reduce the incidence of traffic queuing out into the adjacent through lane.

Further modifications may be required to the geometric layout of the two signalised intersections as the designs are further refined and developed in detail to comply with RMS requirements.

Please refer further enquiries to the undersigned on telephone 8849 2047 or via email at James.Hall@rms.nsw.gov.au.

Yours sincerely

James Hall
Senior Land Use Planner

Roads and Maritime Services

Your Reference: MP10_229
Our Reference: SYD11/1178
Contact: James Hall
Telephone: 8849 2047



Transport
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Michael Woodland
Director, Metropolitan & Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Mark Brown

PREFERRED PROJECT REPORT – CRONULLA SHARKS DEVELOPMENT

Dear Mr Woodland,

I refer to your email correspondence dated 4 April 2012 (Department Reference Ref: MP 10_229), concerning the abovementioned Preferred Project Report (PPR) and response to submissions, which was referred to the Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

RMS has reviewed the PPR and provides the following comments to the Department for its consideration in the determination of the PPR:

1. The PPR states that RMS has no issue regarding the installation of two signalised intersections to serve the retail/club component of the development. The applicant should submit written documentary evidence to support this claim.

As stated in the Sydney Regional Development Advisory Committee's (SRDAC) letter dated 22 November 2011, only one set of traffic control signals on Captain Cook Drive is supported for the proposed retail/club component of the development and these signals are to be located at the existing intersection of Woollooware Road.

2. In relation to the issue of the full geometric layout requirements for the signals at the intersection of Captain Cook Drive and Woollooware Road the approach adopted within the PPR that this matter be considered at the Project Application stage is considered reasonable and acceptable to RMS.

However, RMS advises that in designing the signalised intersection at the Project Application stage, the site access approach to the proposed signalised intersection shall consist of two right turn lanes and one shared left and through lane. The length of these lanes shall extend as far as practicable to provide maximum storage for departing traffic from the development. This was also advised in the previous SRDAC letter.

3. The geometric layout of the proposed traffic signals on Captain Cook Drive associated with the residential component of the development can also be considered and determined at the Project Application stage.

Roads and Maritime Services

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4. As advised in the previous SRDAC letter, the proposed northern access to the retail development shall be restricted to left in/left out movements only. The left turn shall include a deceleration lane, which shall be designed and constructed in accordance with Austroads and RMS supplements. The provision of the deceleration lane will require land dedication from the subject site as public road to maintain existing footpath widths. All costs associated with the deceleration lane, including land dedication, shall be at full cost to developer.
5. An un-controlled marked foot crossing (zebra crossing) on Gannons Road south of Captain Cook Drive is not warranted and is undesirable on road safety grounds. The intention of the SRDAC letter was for the placement of a pedestrian refuge facility accompanied by appropriate road widening works to accommodate the new facility to allow the staging of pedestrian crossing activity.
6. The scale of the proposed development and associated traffic generation will add to the existing delays and congestion currently experienced by motorists at the intersections of Taren Point Road/Captain Cook Drive, Gannons Road/Captain Cook Drive and Kingsway/Gannons Road.

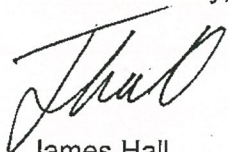
However, it is recognised that the cost of upgrading these intersections would be cost prohibitive to the applicant as land acquisition and utility relocation would be required.

The increase in travel times as a direct result of the proposed development, particularly in the PM peak period, should be taken into consideration as part of the determination of the PPR.

7. RMS supports the recommendation by Transport for NSW that consideration be given to the introduction of a temporary shuttle bus to link the site to the Woollooware Station until such time when and if a public bus service is introduced to service the subject development.

Should you require any further clarification in this matter, please do not hesitate to contact the undersigned on 8849-2047 or via email james.hall@rms.nsw.gov.au.

Yours sincerely,



James Hall
Senior Land Use Planner
Transport Planning Section, Roads & Maritime Services

14 May 2012