

Our ref: STH20/00084/01
Contact: Andrew Lissenden 0418 962 703
Your ref: DA-2020/535 (CNR-8662)

29 June 2020

Vanessa Davis
Wollongong City Council
BY EMAIL: vdavis@wollongong.nsw.gov.au

DEVELOPMENT APPLICATION DA-2020/535 (CNR-8662) – LOT 81, 82 AND 83 DP 10704 (NO.4-8) PARKINSON STREET AND LOTS 6 AND 7 DP 10704 (NO.383) CROWN STREET, WOLLONGONG – STAGED CONSTRUCTION OF A MIXED USE (COMMERCIAL/RESIDENTIAL) DEVELOPMENT WITH BASEMENT PARKING.

Dear Vanessa

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to the notification it received on 9 June 2020 regarding the above development application (DA).

TfNSW has completed an assessment of the DA, based on the information provided and focussing on the impact to the state road network. For this DA, the key state road is Crown Street that adjoins the development sites northern boundary.

TfNSW notes the following:

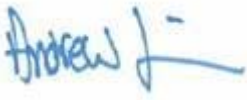
- No direct vehicular access is proposed to and/or from Crown Street. All vehicular access to be via the local road network (i.e. Parkinson Street);
- The requirements of Clause 101, 102 and 104 of *State Environmental Planning Policy (Infrastructure) 2007* (SEPP 2007) are applicable; and
- The development will generate additional traffic. The impact of this additional traffic on the state road network needs to be considered and adequately mitigated.

Having regard for the above, the DA as currently submitted does not provide enough information to enable TfNSW to adequately assess the impacts of the development on the adjoining state/classified road. **TfNSW therefore requires the matters outlined in Attachment 1 to be addressed.** TfNSW will reconsider the DA once additional information has been provided to address the issues detailed in Attachment 1.

In addition to the above TfNSW provides the general comments in **Attachment 2** to assist Council in its assessment. The matters raised in Attachment 2 are for Council to be satisfied with and do not require re-referral to TfNSW.

If you have any questions please contact Andrew Lissenden on 0418 962 703.

Yours faithfully



Andrew Lissenden
Development Assessment Officer
Regional & Outer Metropolitan

Cc: records@wollongong.nsw.gov.au

1. **Swept path analysis:** TfNSW requests that a swept path assessment be provided for the intersection of Osborne Street and Crown Street. TfNSW notes that the proposed development has been designed to be serviced by a heavy rigid vehicle (HRV). The swept path assessment requested is required to demonstrate that this size vehicle can undertake all manoeuvres at the intersection of Osborne Street and Crown Street while maintaining required clearances and without adversely impacting upon other traffic. A preliminary assessment undertaken by TfNSW has shown potential issues with a HRV undertaking turning manoeuvres at this intersection (refer to **Attachment 3**).

The swept path analysis provided should be to scale, show legal property boundaries (including the existing road reserve boundaries), show any existing treatments/on-street parking areas, show the centreline of each road and existing lanes, show existing kerb/gutter, demonstrate compliance with required clearances, etc. Should any concerns be identified, mitigation measures need to be determined and shown on the updated plans.

2. **Bus Stop:** TfNSW requests details on whether the existing bus stop within Crown Street that is located adjacent to the development sites Crown Street frontage will be impacted upon during the proposed developments construction. Should this bus stop be impacted upon then details are required on mitigation measures proposed so they can be considered as part of the DA's assessment.

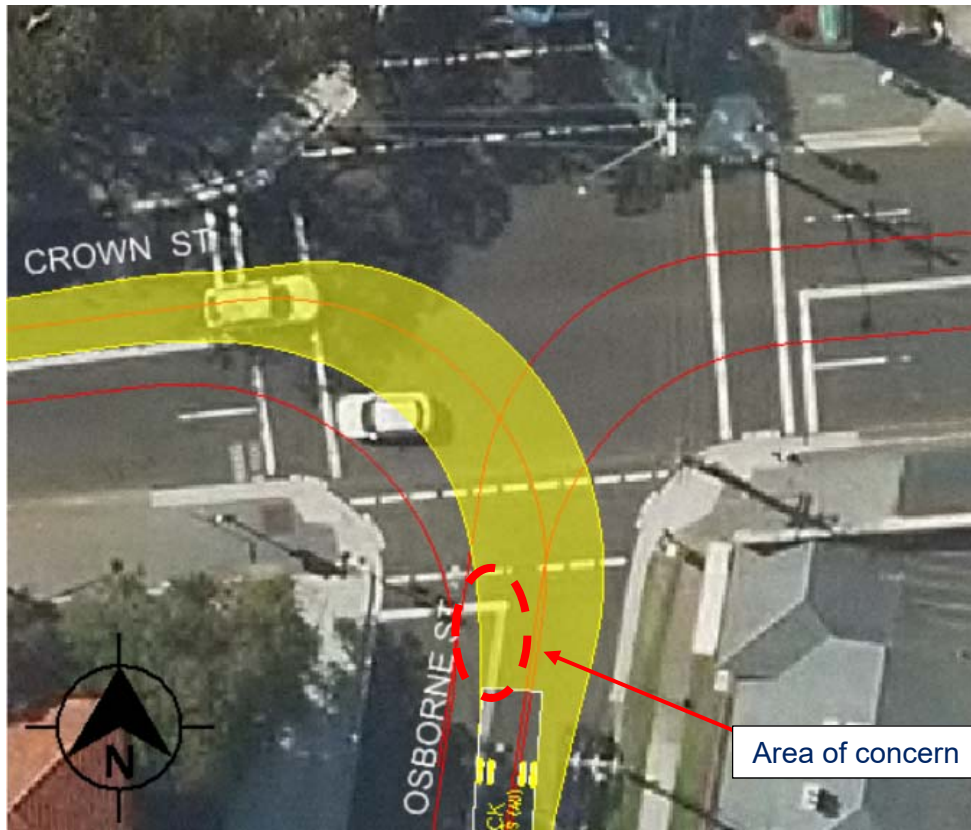
3. **Servicing:** It is unclear to TfNSW how the commercial components of the development fronting Crown Street (i.e. 17 floors of commercial) will be serviced by the loading area that is accessed from Parkinson Street. TfNSW has concerns that if this component of the development cannot be adequately serviced from the proposed loading area then delivery vehicles may be encouraged to load/unload within the Crown Street road reserve which TfNSW is not supportive of. TfNSW requests additional details on how goods are to be transported to/from the loading area to the commercial components within the development.

General comments for Council's consideration:

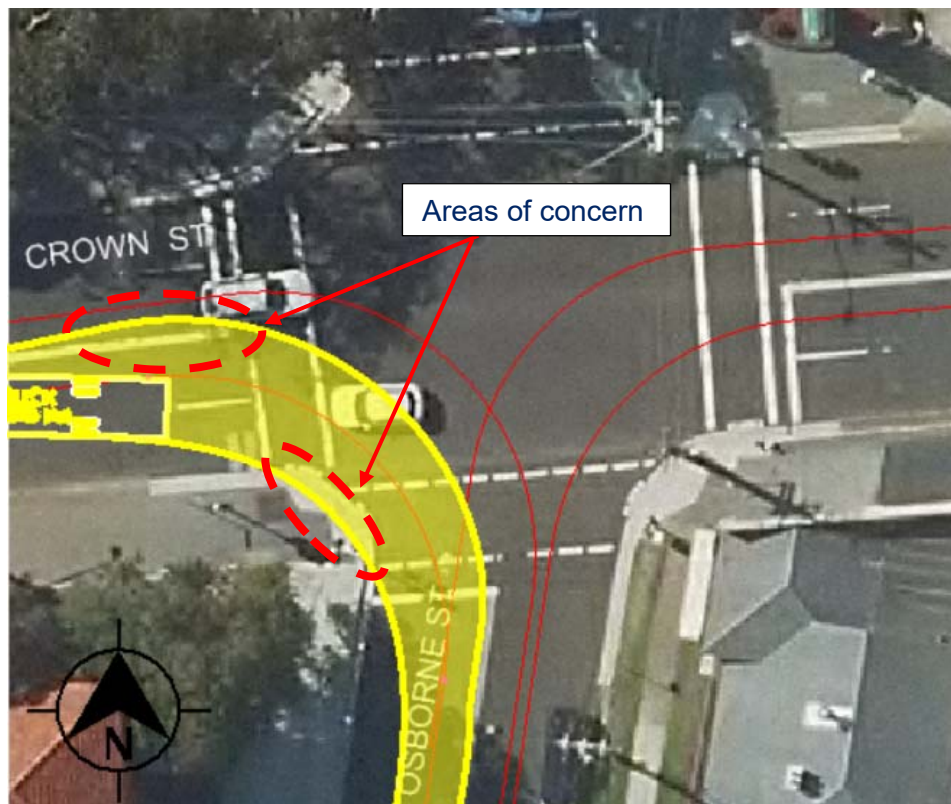
1. Clause 102 of State Environmental Planning Policy (Infrastructure) 2007: TfNSW notes that the Average Daily Traffic Volume along this section of Crown Street exceeds 20,000 vehicles. As such the developer should be able to demonstrate to Council the proposed development is able to comply with provisions contained in Clause 102 of SEPP 2007 specifically in relation to measures to ensure the noise levels specified in Subclause 3 are not exceeded.
2. Loading Area: TfNSW notes that the turning radius used for a HRV in the Traffic and Parking Assessment Report (prepared by Varga Traffic Planning Pty Ltd dated 21 May 2020) appears to be tighter than 12.5m. As such, this may have impacts on the ability for a HRV to use the loading area. As stated above, TfNSW has concerns if this component of the development cannot be adequately serviced from the developments loading area accessed from Parkinson Street
3. Consideration of Impacts: It is the consent authority'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 development consent.

Crown Street/Osborne Street - right in (HRV)

In order to turn right from the right hand lane the vehicle would need to cross to centreline of Osborne Street in order to avoid parked vehicles.

Crown Street/Osborne Street – left out (HRV)

In order to perform from the left turn the truck would need to cross the centreline of Crown (HW1) Street.



Crown Street/Osborne Street – left in (HRV)

