



Our ref: STH04/00227/16
Contact: Andrew Lissenden 4221 2769
Your ref: TRIM 4985

1 August 2018

Carolyn Whitten
Wollondilly Shire Council
BY EMAIL: council@wollondilly.nsw.gov.au

MACQUARIEDALE ROAD, APPIN PLANNING PROPOSAL – ASSESSMENT OF ADDITIONAL INFORMATION

Dear Carolyn

Roads and Maritime Services (RMS) refers its letter dated 2 July 2018 and to the subsequent letter from Walker Corporation Pty Ltd dated 11 July 2018 (refer to Attachment 1) that provides additional information to address the traffic related concerns associated with the above Planning Proposal (PP).

RMS while focussing on the impact to the state road network has reviewed the additional information provided. For this development, the key state road is Appin Road (which includes the north south section of Appin Road through the village of Appin and the east west section known as Church Street).

Noting the above RMS provides the following comments. They specifically relate to Points 2, 3 and 5 in the letter from Walker Corporation Pty Ltd dated 11 July 2018.

- *Impact on existing intersection along Appin Road:* As has been advised in its previous correspondence RMS has concerns that the PP will impact upon existing intersections on Appin Road such as the intersection of Appin Road and King Street/Koolahs Street as well as the intersection of Appin Road and Macquariedale Road.

At this time, based on a review of the additional information provided, RMS is not satisfied that appropriate and constructible upgrades and/or mitigation measures have been identified as part of the PP to ensure vehicular access to any future lots within the three precincts (northern, central and southern) is primarily via the internal subdivision network (i.e. minimising/consolidating access points onto the state road). As such, RMS seeks the identification of measures that would restrict right turn movements into and out of Koolahs Road from Appin Road when access to the southern precinct is provided by the proposed roundabout at the intersection of Appin Road and Church Street.

- *Intersection Concept Design:* RMS has reviewed the updated design provided for the proposed roundabout at the intersection of Appin Road and Church Street. Attachment 2 to this letter details

issues that need to be addressed to demonstrate that a compliant design can be constructed within land available.

- *Lots 2 and 3 DP 242897*: RMS' Property Section is currently reviewing the information that has been provided in relation to Lots 2 and 3 DP 242897 and the associated offer made. Additional comments in relation to this will be provided separately.
- *Planning Agreement (PA)*: RMS notes your comments that it is unreasonable for it to raise concerns about the PA "*at this late stage*". Noting that the draft PA came off exhibition in February 2018 and the RMS letter in response dated 6 March 2018 while providing some general comments, did detail in part, that additional modelling information was required to identify suitable upgrades to mitigate impacts, it was unable to provide detailed comments on the contents of the PA at that time.

As the updated modelling was provided in May 2018, RMS' letter dated 2 July provided more detailed comments on the PA. As such, RMS reiterates its concerns that it does not support the inclusion of clauses in the draft PA that allow the developer to pay a monetary contribution in lieu of completing works on Appin Road that are required as a result of the future development that the PP will facilitate and the PA should clearly identify all works that are required that will impact upon the state road network along with supporting concept designs for the works required.

As per previous advice, RMS requests that the finalisation of any PP or associated PA be placed on hold until additional information has been provided that adequately addresses the issues above. This ensuring that the PP and draft PA once implemented correctly reflect the works required to be provided by the developer in Appin Road as part of any future development applications lodged.

RMS will reconsider the PP and PA once the above issues are addressed to its satisfaction. If you have any questions please contact Andrew Lissenden on (02) 4221 2769.

Yours faithfully



Chris Millet
Manager Land Use
Southern Region

Cc: *Gerry.Beasley@walkercorp.com.au*:
Carolyn.Whitten@wollondilly.nsw.gov.au

a) Roundabout Design Comment:

The updated concept roundabout design for the intersection of Appin Road/Church Street (prepared by GTA Consultants, Drawing No. N148780-02, Sheet 01 to 05, Issue P3, dated 10.07.18) has been reviewed using the relevant RMS design reference documents. As has been previously advised it is important to obtain a compliant layout at this stage as some of the potential constraints may make a workable roundabout solution difficult at a later stage.

The following issues **need to be addressed in an amended design:**

- The design for the entries from the new road, Appin Road North and Church Street are not appropriate. The entries should be designed to direct vehicles into the correct circulating path of the roundabout. See 'RTA Geometric Design Method (Version 1.1, January 1997)', Figure 2 Step 3;
- The entry and exit curves on the painted blisters are too small See 'RTA Geometric Design Method', Figure 2 Step 4 and 5 for appropriate radii's. These will be driven most regularly and need to be designed to a 12.5m single unit. Good separation between legs is important for efficient and safety. Also refer to *Austroads Guide to Road Design Part 4B: Roundabouts* Section 4.9 for further guidance;
- The radius of the inscribed circle of the roundabout is less than desirable for a 26m B-Double. As an absolute minimum treatment the roundabout should be designed for a 12.5m large rigid vehicle, which is the vehicle should not have to encroach on the central island annulus or any line marking. The central island annulus and line marking (chevron) should then be added to cater for the turning path of larger vehicles;
- The required deflection through the roundabout from all legs has been achieved however the large annulus may encourage some drivers to straighten out their path through the roundabout at higher speeds than desirable;
- Sight Criterion 3 appears to have been maximised and with the correct entry radius will be acceptable for the approximate 85th percentile roundabout speed of 30km/h. This isn't possible with the current high entry radius into the roundabout; and
- Turning paths have not been provided for all movements and are required for all movements. The turning templates that have been provided do not identify any issues.