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WINGECARRIBEE SHIRE COUNCIL		
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10 JUN 2011

The General Manager
Wingecarribee Shire Council
PO Box 141
Moss Vale NSW 2577

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WINGECARRIBEE SHIRE COUNCIL - PRE DA - LOT 2 DP 1010179, SOUTH WESTERN CORNER OF HUME HIGHWAY AND CHURCH AVENUE INTERCHANGE, COLO VALE - PROPOSED HIGHWAY SERVICE CENTRE AND FAST FOOD OUTLETS

Dear Sir

The Roads and Traffic Authority (RTA) recently held a pre application meeting with the proponents and their planning consultants regarding the abovementioned proposal. The RTA is writing to inform Council of the discussions held during that meeting in order to assist Council in their assessment of any potential planning proposal to rezone the subject land. In this regard the RTA offers the following comments:

- The RTA has advised the proponent that the RTA has a commercial lease with the Pheasants Nest Service Centres precluding other highway service centres on the Hume Highway between the point where Campbelltown Road North crosses the South Western Freeway at Glenfield and the point where Church Avenue crosses the South Western Freeway near Aylmerton. This exclusion zone is subject to a number of requirements. The RTA is currently seeking legal advice on whether this commercial lease affects the subject proposal and if so, how does it affect the proposal. This may result in access restrictions to the Hume Highway and the RTA will advise the proponents as soon as possible about how this affects their proposal if indeed it does.
- As the current zoning of the property does not allow this type of development, the proponents planning consultants advised that there were two paths available to permit this type of land use. Firstly a planning proposal could be put forward to Council to amend the existing Wingecarribee LEP and if approved, a development application could be lodged. Secondly a rest area or some RTA infrastructure could be provided on the land and the land be zoned SP2 Infrastructure under which a highway service centre would be a permissible use.

The RTA advised the proponents that the second path was not considered to be appropriate in this instance for two reasons. Firstly, there are major heavy vehicle rest areas at Sally's Corner and Pheasants Nest service centres and accordingly there is no need for another facility to be provided at this location. The RTA Strategy for Major Heavy Vehicle Rest Areas on Key Rural Freight Routes in NSW has identified that there are no new heavy vehicle rest areas required for the full length of the Hume Highway within NSW. Secondly, if the land was zoned SP2 and was under the control of the RTA, as the land is adjacent to the boundaries of the exclusion zone this would be in violation of the commercial lease leaving

Roads and Traffic Authority

the RTA open to potential compensation claims from the Pheasants Nest Service Centre operators.

Accordingly the RTA considers a planning proposal to Council to be the appropriate way to achieve the rezoning.

- The RTA advised the proponents that to support the planning proposal a traffic analysis would be required that considered the impacts of the proposal on the Hume Highway, the interchange ramps and intersections over a minimum of a 20 year time horizon. The traffic generation potential of the site would need to be determined as well as traffic growth factors on the Hume Highway and Church Avenue in order to undertake a SIDRA analysis on the interchange intersections and site access. The proponents were advised that if the SIDRA analysis showed queuing issues between the intersections and the freeway ramps then micro-simulation modelling would be required.

Most significantly a weaving analysis in accordance with the Highway Capacity Manual is required to assess the impact of development traffic on the Hume Highway between the Old Hume Highway on load ramp and the Church Avenue off load ramp and also between the Church Avenue off load ramp and the Old Hume Highway on load ramp. The RTA advised that it had concerns with the impact that this development may have on weaving issues given the close proximity of the interchange ramps. This is likely to be the greatest issue with respect to the traffic impacts of the proposal however this will be assessed by the required weaving analysis.

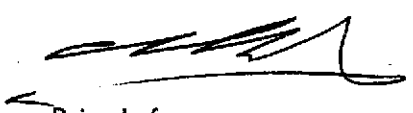
Further to the above, as the service station proposal will only take up a proportion of the site, consideration needs to be given to the traffic generating potential of the remainder of the site should that also be rezoned to a higher order use. Given the complexities of a weaving analysis, the RTA has recommended that the proponent submit their expected traffic generation rates to the RTA for acceptance (as a defacto hold point) prior to proceeding with the weaving analysis and intersection modelling.

The above information is considered vital to assess the planning proposal and traffic issues are not considered to be matters that can be deferred until the development application stage.

- While not necessary at the planning proposal stage, the RTA advised that access and internal site arrangements would need to be carefully considered to ensure that traffic would not queue out onto the freeway ramps. The Austroads Guide to Road Design Part 6B: Roadside Environment provides practical advice on designing highway service centres which should be taken into consideration when designing the facility should the planning proposal be approved.

If you have any questions in relation to the above please contact Tim Webster on 4221 2769.

Yours faithfully



Brian Lefoe
Manager, Road Safety and Traffic Management
Southern Operations and Engineering Services

(Cc Karl Fetterplace – JBA Planning)