

Reference: 23.457r04v03

22 April 2025

Midson Group Pty Ltd (NSW)
PO Box 283
Hunters Hill NSW 2110

Attention: Daiana Plassan

Re: Uniting Shellharbour - 171 Wattle Road, Shellharbour Modification (DAM0146/2024)
Request for Information

Dear Daiana,

We refer to Council's request for additional information dated 31st March 2025. We have reviewed the traffic and parking related comments and now provide the below responses to each item, accordingly:

► **Item c. Internal Road Realignment**

The proposed realignment reduces the effective length and removes curvature and traffic calming features from the previous design, which will increase gradients and likely vehicle travel speeds. The following is noted:

- *The access to the eastern basement carpark now presents as a driveway off the internal road rather than an intersection and is located closer to the Wattle Rd boundary. Justification for the relocation should be provided.*

TRAFFIX Response:

The access to the eastern access carpark was required to be shifted closer to the Wattle Road boundary due to grading constraints with respect to the internal roadway which is required to be provided with a maximum gradient of 1:20 (5.0%) for the first 6.0 metres within the property boundary and ramp down into the subject site as dictated by the site's topography. If the access were to be provided further offset from the property boundary it would intersect with the internal roadway at a steeper section of roadway and would have non-compliant superelevation for vehicles manoeuvring between the carpark access and internal roadway.

- Long section plans for the access should be provided to confirm the realignment does not unduly increase the gradient of the access road, noting its need to be suitable for heavy service vehicles as well as ensuring the gradient does not encourage excessive vehicle speed.

TRAFFIX Response:

Heavy vehicles are not permitted to access this section of roadway whereby access will be restricted to light vehicles only. Access is to be controlled with signage, LATM treatments and line marking. Reference should be made to the signage and line marking plan provided in **Attachment 1**.

- Justification of the removal of the roundabout as a traffic calming measure and any alternative LATM inclusions to manage vehicle speed throughout the access road in lieu of the geometric features that have been removed.

TRAFFIX Response:

The roundabout is proposed to be removed to improve vehicle circulation through the site generally by providing more a more direct vehicular path of travel to Wattle Street and to the Department of Housing site to the south. Reference should be made to the signage and line marking plan provided in **Attachment 1** showing the additional traffic calming measures to manage speed along this section of roadway.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information.

Yours faithfully,

Traffix



Justin Pindar
Director

Attachment 1: Signage and Line Marking Plan

ATTACHMENT 1

Signage and Line Marking Plan

