



Dear TWRAMembers,

As foreshadowed, we are compiling a number of emails to members to provide advice and information about our thinking as we consider our overall position on the Stockland DA proposals for Twin Waters West (TWW).

In this email, we will outline our thoughts about the proposals for Traffic. Traffic is one of the top issues that will affect both the quality of the TWW development and, from our perspective, the impact of TWW on our amenity and lifestyle. This is one of the issues where the facts will determine our position and judgements are of lesser importance. Bear in mind our strategic test - will it be equal to or better than Twin Waters?

Traffic comprises two principal elements

- Internal to the TWW estate - the layout of roads, hierarchy and design
- External - access and egress and, in particular, the proposed roundabout at Ocean Drive & David Low Way

The Plan of Development submitted by Stockland as part of their DA includes a Plan showing the proposed traffic network and hierarchy of roads [\[Click here to see a copy\]](#) This shows the plan for the whole development, even though the initial development will comprise Stages 1 and 2, at the northern end of the site. The plan and hierarchy of roads incorporates the TWRA's position that the main collector road be at the centre of the development and that there are no potentially high volume traffic roads immediately adjacent to Twin Waters (as was proposed with the 2008 plans). This will preserve the amenity of homes in Twin Waters along Wattlebird Drive and Stillwater Drive. The second point to note is that the design of the roads is actually better than comparable roads in Twin Waters. This is not so easy to see from the above link, but there is a table in the Engineering Report where a direct comparison is made with some roads in Twin Waters. [\[Click to see this table\]](#) As you can see from the comparison, almost all show that the TWW designs will be equal to or better than the comparable existing roads in Twin Waters. Only 2 out of 30 show a worse comparison with Twin Waters - 28 are equal or better. Apart from improved functionality, the visual amenity will also be better.

As you know, we have advocated that the main access/egress point must not be on to Ocean Drive. Also as you know, the junction of Ocean Drive and David Low Way is currently a problem. Stockland proposes a large round-about at this intersection. It will improve the existing intersection for us (traffic lights were considered and rejected). It will also become the main access and egress point for the new development once Stages 1 and 2 are completed. To see a copy of the design of the round-about, [\[click](#)

here] (subject to Main Roads approval). Note that it includes a slip lane from Twin Waters West and also that it includes pedestrian crossings and refuges for all lanes of the roundabout.

There are a number of other points to note about the external linkages from the new development:

- There will be a minor link (described as a "Neighbourhood Collector") at Esperance Drive when the development reaches that stage, some years hence. We are aware that some residents in that proximity have expressed concern about this. We note that concern and have discussed it with Stockland. That said, we should note that it will be a minor link, not a main link. In reality, it is likely that the Twin Waters residents in that area could find that the TWW road system will provide a much quicker access/egress road for them when you look at the proposed TWW system and compare it with the existing roads to this area. In any event, the Council has required a link for safety reasons. Also, as the two areas become more integrated (we hope that many residents of TWW will join into our community), there will be traffic between the two areas and going via the round-about will be very inefficient.
- Construction traffic will all be directed via Godfrey's Road. This is proposed in the Plan of Development and we have discussed this also with Stockland who have reconfirmed this.
- While we had hoped that the development would include the four-laneing of David Low Way to the Motorway, this will not be happening as the QMR transport studies do not currently support that. However, we would like to think that this will happen at some stage and we will continue to advocate for it.
- The roundabout will be completed before the first homes in TWW are occupied.

Overall, our view is that the issues around Traffic are quite well handled in the DA. It is appropriate and prudent to draw a conclusion that, on this matter, TWW will be equal to or better the Twin Waters.

Regards

Tony

Email: info@twra.net

Website: www.twra.net

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