Proposed Residential Subdivision

Lot 66 DP 551005 Pacific Highway, Moonee Beach

Traffic Report

3 May 2007

Ref: 06081

Prepared by

John Coady Consulting Pty Ltd
Townplanning and Traffic Consultants

in association with

Dobinson & Associates Pty Ltd

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LIST OF ILLUSTRATIONS

1. INTRODUCTION

This report has been prepared to form part of a Concept Plan submission for a residential subdivision of Lot 66 DP 551005, Pacific Highway, Moonee Beach (Figures 1 and 2).

The subject site is located on the eastern side of Pacific Highway at Moonee Beach, and has a frontage of approximately 600m to the Highway. The site which has a total area of approximately 114 ha, has direct access off Pacific Highway via a designated public road reserve and via a separate unmade track.

The proposed subdivision will accommodate approximately 300 new residential dwellings on the site with 166 dwellings in the Northern Precinct and 134 dwellings in the Southern Precinct. A plan illustrating the proposed subdivision prepared by *Annand Alcock Urban Design* is reproduced in the following pages.

The section of Pacific Highway along the frontage of the site is included in the RTA's *Coffs Harbour Highway Planning Strategy* which is being developed to address the need to upgrade Pacific Highway between Sapphire and Woolgoolga while planning for future traffic needs within the Coffs Harbour Urban Area. The preferred option for upgrading this section of Pacific Highway has now been determined by the RTA, and involves an upgrade and duplication of the existing route, with interchanges at Moonee Beach Road and Split Solitary Road, as shown on the plan reproduced in the following pages.

Consultation with the RTA Grafton office has led to an agreement that:

- the ultimate access for the proposed subdivision will be restricted to the Moonee Beach Road and Split Solitary Road interchanges

- if residential development of the proposed subdivision precedes the Highway upgrade, temporary access can be provided off the Highway to serve the proposed residential subdivision.

Coffs Harbour Council is also working with the RTA and local developers to provide a service road connecting Moonee Beach Road and Split Solitary Road, running parallel to the Highway. It is this service road which will provide access between the proposed

development site and the interchanges that are planned at the intersections of Pacific Highway with Moonee Beach Road and Split Solitary Road. It is expected that developers of land between Moonee Beach Road and Split Solitary Road will be responsible for provision of the part of this service road which traverses each development site. The proposed subdivision makes provision for that part of the service road which traverses the site, which will be constructed to connect with other parts of the service road on land to the north and south of the site, when those other parts of the service road and the Pacific Highway upgrade (including the Moonee Beach Road and Split Solitary Road interchanges are constructed).

In the interim, and consistent with the outcome of consultation with the RTA Grafton office, it is planned to provide access for the proposed subdivision via temporary access off the Highway. Two temporary access intersections are required, one serving the Northern Precinct and another serving the southern precinct. The temporary access will comprise channelised *'seagull'* intersections incorporating left and right-turn lanes approximately 150m long (including tapered approaches) in accordance with AUSTROADS standards. The precise location of the temporary access intersections will be determined at DA stage.

With no proposal for permanent access off the Pacific Highway to serve the proposed residential subdivision, there is no conflict with Ministerial Direction S28 *Commercial/Retail Development along the Pacific Highway, North Coast, from Queensland Border to Hexham* under S117(2) Directions pursuant to the EP&A Act 1979.

The internal road network within the proposed residential subdivision will comprise a variety of road types, depending on road function and location. These roads will range in width from 15m for a 'bush edge' street up to 27m in width for a 'boulevard' type street with a wide central median incorporating a drainage well. Kerbside parking will generally be permitted on one or both sides of these streets.

The purpose of this report is to assess the traffic implications of the proposed subdivision.

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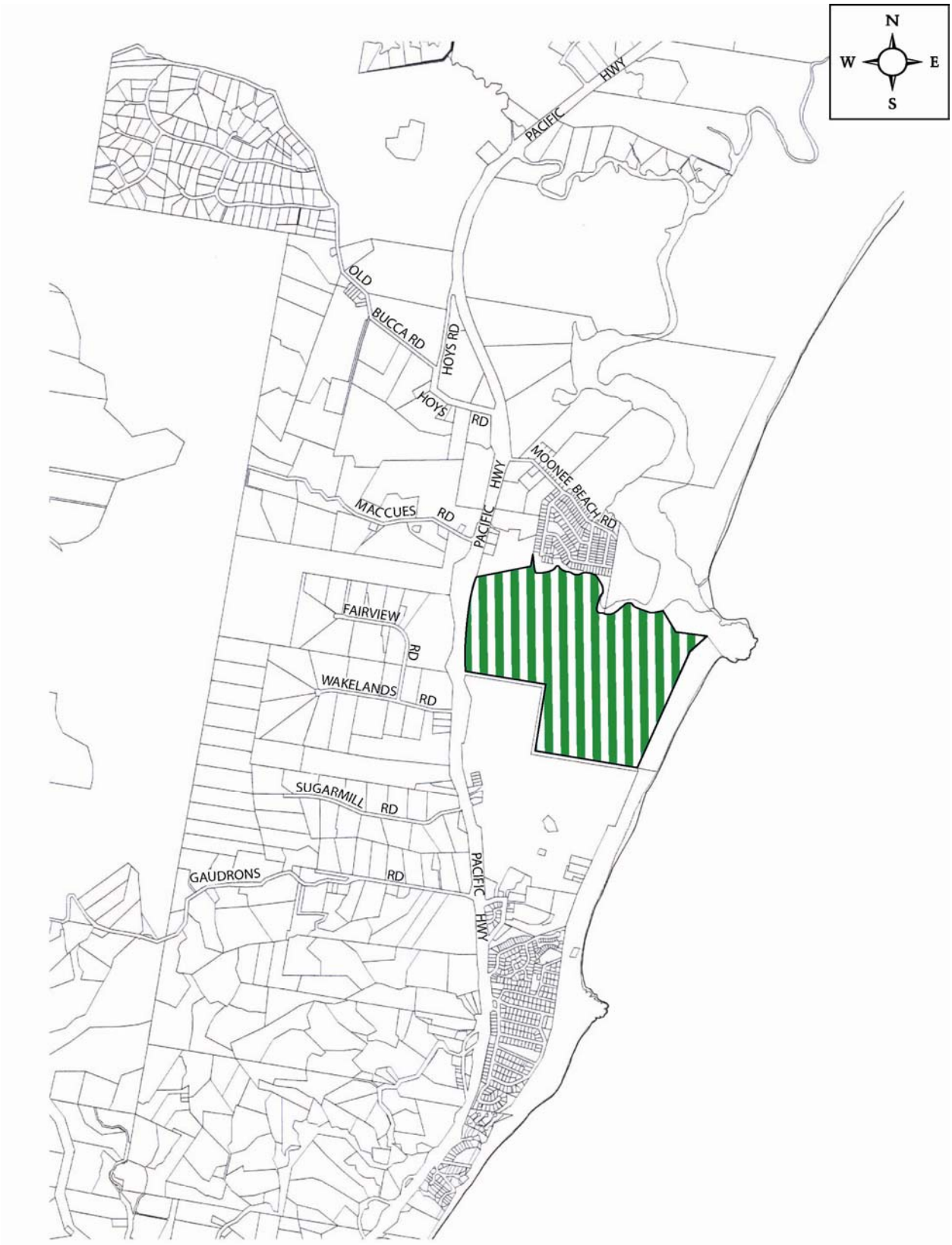
LOCATION

FIGURE 1



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SITE

FIGURE 2


Moonee Beach Development Control Plan
Moonee Beach Rd
MOONEE
Split Solitary Rd
SAPPHIRE
Bucca Rd
Gaudrons Rd
ARRAWARRA
WOOLGOOLGA
INSERT 2

2. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Traffic Authority is illustrated on Figure 3.

The Pacific Highway is classified by the RTA as a *State Road* and provides the key north-south road link in the area. It typically comprises 2 traffic lanes (ie. 1 lane in each direction), with additional lanes provided to facilitate overtaking, and at some intersections to accommodate turning movements.

Existing Traffic Controls

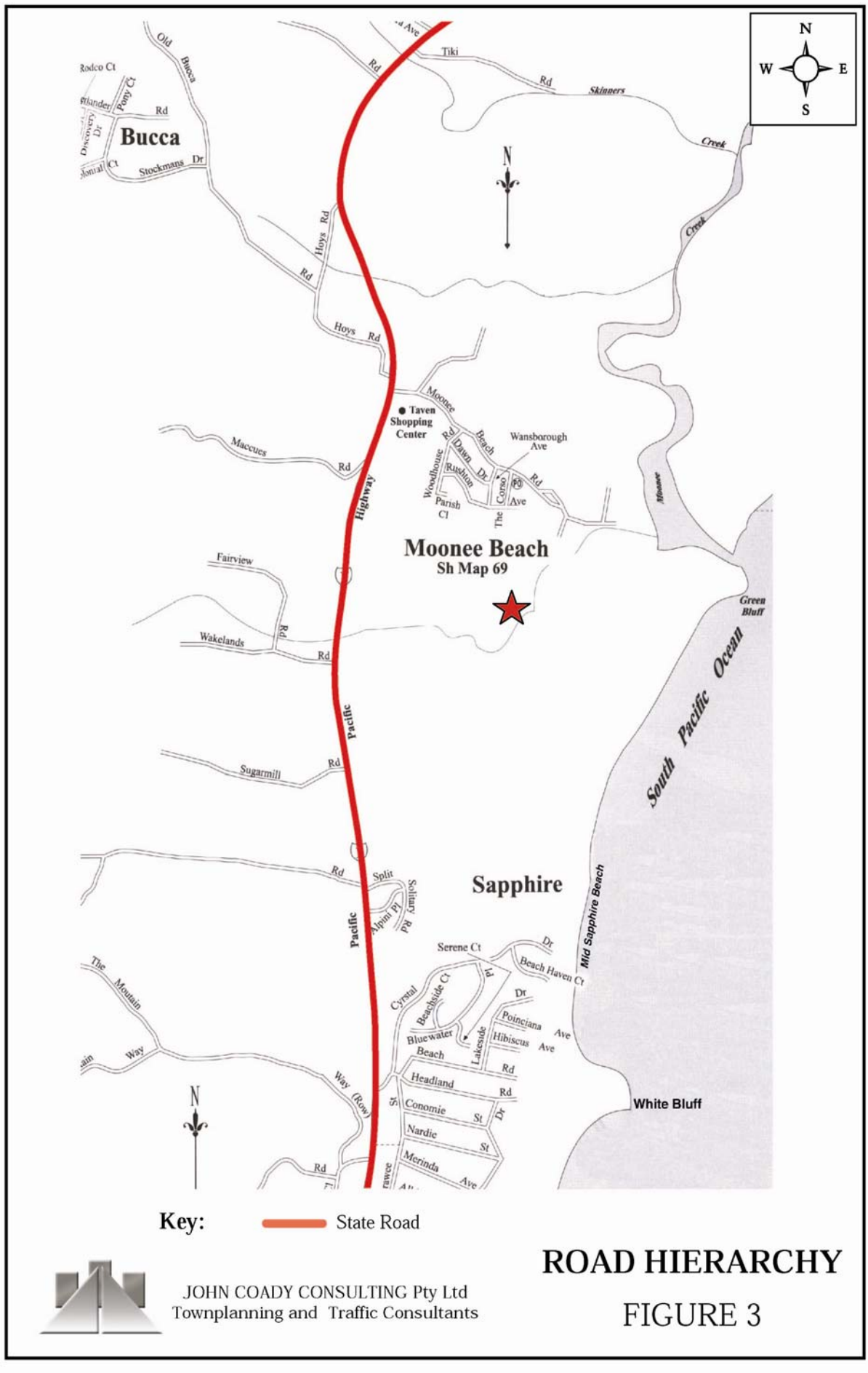
The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 100 km/h SPEED LIMIT in the Pacific Highway
- a 50 km/h SPEED LIMIT in the existing Moonee Beach residential precinct
- RIGHT-HAND-TURN BAYS in the Pacific Highway at the intersections with Moonee Beach Road, Maccues Road, Wakelands Road and with Sugarmill Road.
- GIVE-WAY SIGNS in the side streets at each of the above-mentioned intersections.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by the daily traffic count data compiled by the RTA in its publication "*Traffic Volume Data for Hunter Northern Region 2004"*.

The RTA daily traffic count data indicates that the section of the Pacific Highway in the vicinity of the site carried a daily traffic flow in the order of 20,868 vehicles per day in 2004, representing an average annual increase of 1.15% pa since 2001 when the recorded daily traffic flow was 20,171 vpd. If that average annual increase continues, the projected daily traffic flow on this section of Pacific Highway is 21,603 vpd in 2007 and 23,673 vpd in 2015 (see Appendix A). Those projected, increased traffic flows on this section of Pacific Highway have been adopted for the purposes of this assessment.


N
W
E
S
Bucca
Old Bucca Rd
Tiki Rd
Skinners Creek
Creek
Hoys Rd
Moonee Beach
Sh Map 69
Taven Shopping Center
Moonee Rd
Beach Dr
Wansborough Ave
Maccues Rd
Highway
Fairview Rd
Wakelands Rd
Pacific Highway
Sugarmill Rd
Sapphire
Split Rd
Solitary Rd
Alpini Pl
Serene Ct
Beach Haven Ct
Mid Sapphire Beach
Cyrstal Beachside Ct
Blue water Beach
Lakeside Dr
Poinciana Ave
Hibiscus Ave
Headland Rd
Conomie St
Nardie St
Merinda Ave
The Mountain Way
Way (Row)
White Bluff
South Pacific Ocean
Green Bluff
Key:
State Road
ROAD HIERARCHY
FIGURE 3
JOHN COADY CONSULTING Pty Ltd
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EXISTING TRAFFIC CONTROLS
FIGURE 4

A more detailed indication of the level of traffic activity on this section of the Pacific Highway is provided by an intersection count conducted during the AM and PM peak periods on the Pacific Highway where it intersects with Moonee Beach Road, just to the north of the site. The results of that count are reproduced in full in Appendix A revealing that:

- two-way traffic flows on the Pacific Highway are typically in the order of 1,550 vehicles per hour (vph) during both the AM and PM peak periods

- traffic flows on the Pacific Highway are peak-directional, with southbound flows of 1,120 vph dominating in the morning and northbound flows of 1,070 vph dominating in the evening.

Projected Post-Development Traffic Generation Potential

An indication of the traffic generation potential of the proposed residential subdivision is provided by reference to the Roads and Traffic Authority's publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* which specify the following typical traffic generation rates for dwelling houses:

Daily Vehicle Trips:	8.0 per dwelling
Weekday Peak Hour Vehicle Trips:	0.85 per dwelling

The RTA Guidelines also distinguish between the *internal* and *external* traffic generation potential of dwelling houses with the following comment:

> 'Note that all trips are external trips. As a guide, about 25% are *internal* to the subdivision, involving local shopping, schools and local social visits. When reviewing the impact of the traffic generated on Sub-Regional and Regional road, some adjustment is necessary, depending on the location of shops, schools and recreational facilities.'

It is anticipated that the level of traffic activity generated by the proposed subdivision will be somewhat less than is suggested by the typical traffic generation rates specified by the RTA Guidelines because:

- many of the dwellings will be "tourism-oriented" and will not be occupied all year round (particularly in non-school holiday periods)

- it is likely that many of the residents will be semi-retired and as a consequence, will not generate the same level of work, childcare or school-related commuter trips during peak periods

- some of the vehicle trips will be "internal" trips which will not generate any additional traffic flows on the Pacific Highway (eg. local shopping for convenience items, or local social visits or visits to the beach etc.).

Notwithstanding, in order to provide a robust assessment of the traffic implications of the proposed subdivision, no discount has been applied to the typical traffic generation rate specified by the RTA Guidelines for dwelling houses for the purposes of this assessment.

The daily and weekday peak period traffic generation potential of the proposed subdivision is therefore:

Daily

300 dwellings x 9 vpd = 2,700 vpd

Weekday Peak Hour

300 dwellings x 0.85 = 255 vtph

For the purposes of this assessment it has been further assumed that:

- approximately 80% of the projected weekday peak period traffic generation potential of the proposed subdivision will depart the site during the AM peak period, and approach the site during the PM peak period

- approximately three-quarters of the projected traffic generation potential of the proposed subdivision will have an origin/destination to the south (in the direction of Coffs Harbour), while the remaining one-quarter will have an origin/destination to the north.

Assessment of Traffic Implications

It is assumed that the Pacific Highway interchanges to be constructed at Moonee Beach Road and Split Solitary Road as part of the Highway upgrade will have adequate capacity to accommodate the traffic demand generated by the proposed subdivision. In these

circumstances, the main traffic implications of the proposed subdivision concern the ability of the temporary intersections on Pacific Highway, which will provide interim access for the proposed subdivision, to accommodate projected traffic demand, and the effect of those intersections on through traffic flows on the Highway. Those effects can be assessed using the INTANAL traffic model and criteria for interpreting the results of INTANAL analysis are reproduced in the following pages.

The INTANAL analysis of the temporary access intersections on Pacific Highway has been conducted for current (2007) and future (2015) traffic conditions. The projected 2007 and 2015 traffic flows on Pacific Highway were determined by increasing northbound and southbound peak hour traffic flows on this section of the Highway, identified by the November 2004 traffic count, by the average annual increase in Highway traffic flows of 1.15% pa recorded for the 2001 - 2004 period (see Appendix A).

The results of the INTANAL analysis of the operating performance of the temporary access intersections on Pacific Highway serving the proposed subdivision during the weekday AM and PM peak periods under projected 2007 and 2015 traffic demand are set out in Table 2.1 - Access Intersection Serving the Northern Precinct, and Table 2.2 - Access Intersection Serving the Southern Precinct, revealing that satisfactory intersection operation is indicated for both the projected 2007 and 2015 traffic conditions.

In the circumstances, it can be concluded that the proposed subdivision will not have any unacceptable traffic implications.

TABLE 2.1 - RESULTS OF INTANAL ANALYSIS OF PACIFIC HIGHWAY AND NORTHERN ACCESS

Key Indicators		Projected Post-Development Traffic Demand			
		2007		2015	
		AM	PM	AM	PM
Level of Service		C	B	C	B
Degree of Saturation		0.40	0.07	0.47	0.07
Average Vehicle Delay (secs/veh)					
Pacific Highway (south)	T	0	0	0	0
	R	10.8	9.3	11.2	9.4
Northern Access (east)	L	27.8	10.9	33.9	11.5
	R	31.2	15.1	37.5	15.9
Pacific Highway (north)	L	6.8	6.8	6.8	6.8
	T	0	0	0	0
TOTAL AVERAGE VEHICLE DELAY		**24.4**	**‘9.4**	**29.2**	**9.6**
		NTH.2007		NTH.2015	

TABLE 2.2 - RESULTS OF INTANAL ANALYSIS OF PACIFIC HIGHWAY AND SOUTHERN ACCESS

Key Indicators		Projected Post-Development Traffic Demand			
		2007		2015	
		AM	PM	AM	PM
Level of Service		C	B	C	B
Degree of Saturation		0.36	0.06	0.42	0.06
Average Vehicle Delay (secs/veh)					
Pacific Highway (south)	T	0	0	0	0
	R	11.0	9.2	11.4	9.3
Northern Access (east)	L	29.2	10.8	35.2	11.4
	R	32.8	15.1	39.1	15.9
Pacific Highway (north)	L	6.8	6.8	6.8	6.8
	T	0	0	0	0
TOTAL AVERAGE VEHICLE DELAY		**25.7**	**9.3**	**30.5**	**9.5**
		STH.2007		STH.2015	

Criteria for Interpreting Results of Intanal Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

1 *The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.*

APPENDIX A

TRAFFIC COUNT DATA

Pacific Highway, Moonee Beach

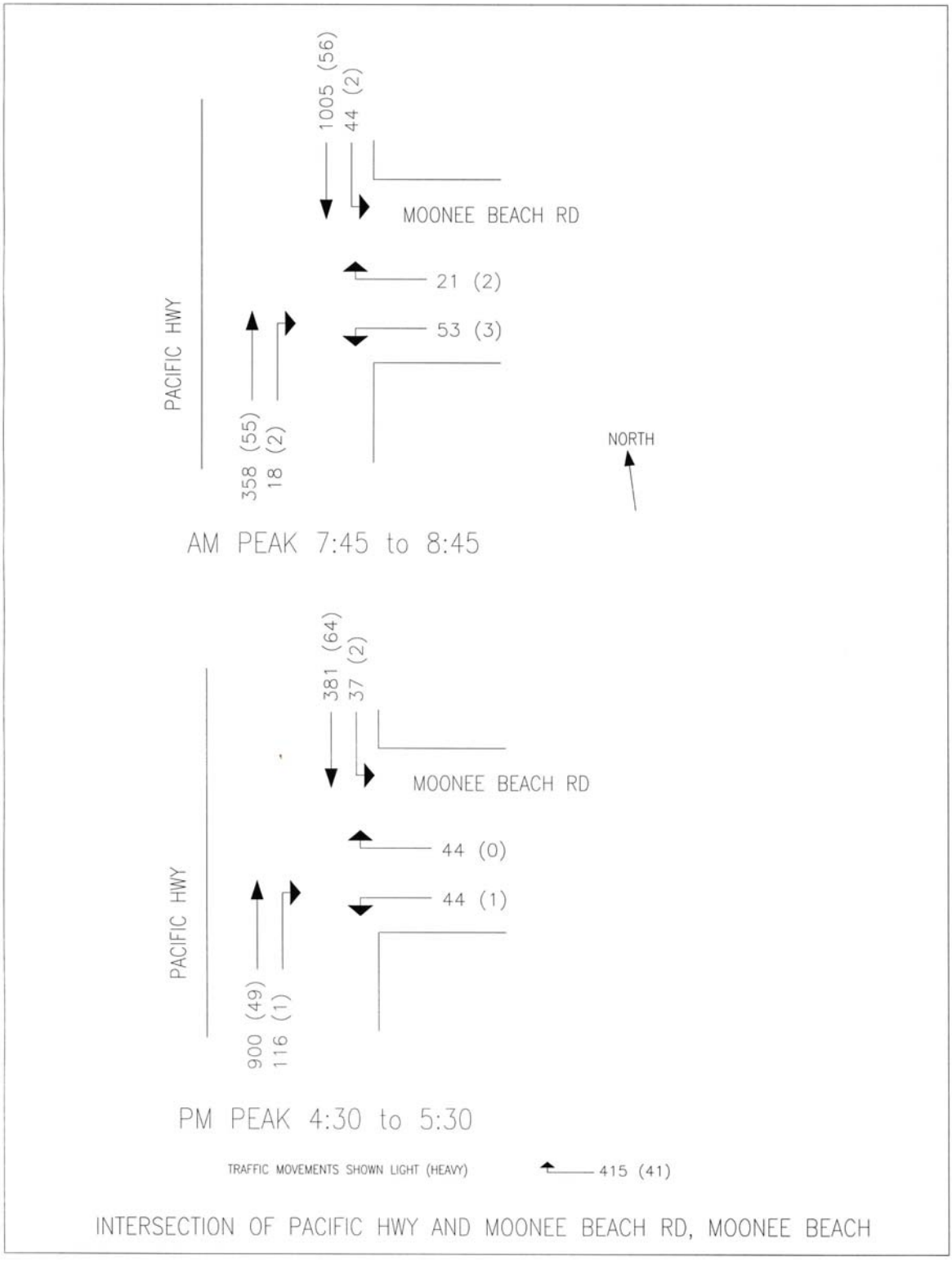
Traffic projections

	1.15% p.a. Increase	RTA Volume
2001	**20171**	**20171**
2002	20403	
2003	20638	
2004	**20875**	**20868**
2005	21115	
2006	21358	
2007	**21603**	
2008	21852	
2009	22103	
2010	22357	
2011	22614	
2012	22875	
2013	23138	
2014	23404	
2015	**23673**	

Projected traffic flows based on 1.15% per annum increase

	AM PEAK PERIOD			PM PEAK PERIOD		
	North	South	Total	North	South	Total
2004	433	1117	1550	1066	490	1556
2005	438	1130	1568	1078	496	1574
2006	443	1143	1586	1091	501	1592
2007	448	1156	1604	1103	507	1610
2008	453	1169	1623	1116	513	1629
2009	458	1183	1641	1129	519	1648
2010	464	1196	1660	1142	525	1666
2011	469	1210	1679	1155	531	1686
2012	474	1224	1698	1168	537	1705
2013	480	1238	1718	1182	543	1725
2014	485	1252	1738	1195	549	1744
2015	491	1267	1758	1209	556	1765

Flows recorded on 10 Nov 2004



INTERSECTION OF PACIFIC HWY AND MOONEE BEACH RD, MOONEE BEACH

TRAFFIC COUNT AT PACIFIC HWY AND MOONEE BEACH RD, MOONEE BEACH

AM COUNT WEDNESDAY 10 NOV 2004 6:30AM TO 9:30AM

STREET		PACIFIC HWY			MOONEE BEACH RD			PACIFIC HWY				
DIRECTION		NORTHBOUND			WESTBOUND			SOUTHBOUND				
15 MINUTE PERIOD ENDING		THRU	RIGHT	PEDS	LEFT	RIGHT	PEDS	LEFT	THRU	PEDS	15 MIN TOTAL	HOURLY TOTAL
645	LIGHT	34	2	0	13	1	0	2	121	0	208	
	HEAVY	15	1		0	0		0	19			
7AM	LIGHT	54	1	0	7	3	0	4	114	0	214	
	HEAVY	22	0		0	0		0	9			
715	LIGHT	60	3	0	9	4	0	7	99	0	212	
	HEAVY	22	0		0	1		1	6			
730	LIGHT	76	3	0	5	1	0	4	143	0	264	898
	HEAVY	24	0		0	0		0	8			
745	LIGHT	74	3	0	17	7	0	6	189	0	317	1007
	HEAVY	11	0		0	0		0	10			
8AM	LIGHT	78	5	0	11	6	0	4	219	0	354	1147
	HEAVY	14	1		1	0		0	15			
815	LIGHT	97	3	0	2	8	0	23	257	0	425	1360
	HEAVY	14	0		0	0		0	21			
830	LIGHT	76	3	0	19	2	0	6	256	0	385	1481
	HEAVY	11	0		1	1		2	8			
845	LIGHT	107	7	0	21	5	0	11	273	0	455	1619
	HEAVY	16	1		1	1		0	12			
9AM	LIGHT	97	11	0	20	2	0	9	173	0	331	1596
	HEAVY	8	1		1	0		0	9			
915	LIGHT	92	12	0	18	3	0	6	169	0	319	1490
	HEAVY	7	1		1	0		0	10			
930	LIGHT	88	10	0	17	1	0	7	171	0	311	1416
	HEAVY	9	0		1	0		1	6			
PEAK HOUR TOTALS	7:45 TO 8:45	413	20		56	23		46	1061		1619	
	LIGHT	358	18		53	21		44	1005			
	HEAVY	55	2		3	2		2	56			

TRAFFIC COUNT AT PACIFIC HWY AND MOONEE BEACH RD, MOONEE BEACH

PM COUNT WEDNESDAY 10 NOV 2004 3PM TO 6PM

STREET		PACIFIC HWY			MOONEE BEACH RD			PACIFIC HWY				
DIRECTION		NORTHBOUND			WESTBOUND			SOUTHBOUND				
15 MINUTE PERIOD ENDING		THRU	RIGHT	PEDS	LEFT	RIGHT	PEDS	LEFT	THRU	PEDS	15 MIN TOTAL	HOURLY TOTAL
315	LIGHT	160	8	0	19	7	0	11	136	0	372	
	HEAVY	10	0		0	0		0	21			
330	LIGHT	149	8	0	16	2	0	8	127	0	342	
	HEAVY	12	1		1	1		0	17			
345	LIGHT	154	21	0	12	9	0	5	113	0	346	
	HEAVY	19	1		0	1		0	11			
4PM	LIGHT	144	13	0	8	10	0	11	98	0	315	1375
	HEAVY	17	1		0	1		1	11			
415	LIGHT	195	17	0	6	9	0	3	83	0	352	1355
	HEAVY	21	1		1	0		1	15			
430	LIGHT	195	20	0	14	10	0	5	118	0	386	1399
	HEAVY	11	1		0	0		0	12			
445	LIGHT	210	22	0	11	10	0	6	102	0	388	1441
	HEAVY	8	1		0	0		1	17			
5PM	LIGHT	247	38	0	10	14	0	10	83	0	438	1564
	HEAVY	19	0		1	0		0	16			
515	LIGHT	199	20	0	9	9	0	13	88	0	359	1571
	HEAVY	9	0		0	0		0	12			
530	LIGHT	244	36	0	14	11	0	8	108	0	454	1639
	HEAVY	13	0		0	0		1	19			
545	LIGHT	196	13	0	13	13	0	9	110	0	386	1637
	HEAVY	10	0		1	0		1	20			
6PM	LIGHT	162	20	0	10	13	0	6	77	0	317	1516
	HEAVY	11	0		0	1		0	17			
PEAK HOUR TOTALS	4:30 TO 5:30	949	117		45	44		39	445		1639	
	LIGHT	900	116		44	44		37	381			
	HEAVY	49	1		1	0		2	64			

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3 May 2007
Ref 06081

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Annand Alcock Urban Design
13-15 Wentworth Street
EAST SYDNEY 2010

Fax : 9267 0683

Dear Peter

MOONEE BEACH

Please find attached an updated Traffic Report which will form part of the Concept Plan submission for the Moonee Beach project.

I suggest that the chapter of your report which relate to traffic and transport be amended as follows:

2.8 Traffic and Transport

A detailed assessment of the traffic implications of the proposed subdivision has been undertaken by traffic consultants John Coady Consulting Pty Ltd (previously Project Planning Associates) in association with Dobinson and Associates (see Volume II). The conclusions of that report are:

- the proposed subdivision road network is compatible with the RTA planning strategy for the future upgrading of this section of the Pacific Highway which assumes that access for the proposed subdivision will ultimately be provided via new Pacific Highway interchanges at Moonee Beach Road and Solitary Split Road, with a 'service road' to be constructed along the eastern side of Pacific Highway connecting those interchanges. The proposed subdivision makes provision for the section of that 'service road' which traverses the site

- if residential development of the proposed subdivision is commenced prior to the upgrading of Pacific Highway, interim access will be provided via two temporary access intersections with Pacific Highway. Those temporary access intersections will be in the form of *'seagull'* channelised intersections with left and right-turn movements permitted, constructed to comply with AUSTROADS standards. Capacity analysis conducted as part of the preparation of the Traffic Assessment report revealed that the temporary access intersections would operate satisfactorily under projected 2007 and 2015 traffic demand.

In the circumstances, it is clear that the proposed subdivision will not have any unacceptable traffic implications.

Yours faithfully

Jcoady

John Coady
Director
John Coady Consulting Pty Ltd

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10 October 2007
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East Sydney NSW 2010

Email : peter@aaud.com.au

Dear Peter

RESIDENTIAL SUBDIVISION MERCER LAND, MOONEE BEACH

I refer to those comments made by the Department of Planning on the DRAFT Environmental Assessment under the heading "Traffic Management and Access" and provide the following advice:

1. Consultation with the RTA in respect of the two temporary accesses to the Pacific Highway was conducted by Ken Dobinson, most recently in September 2006. I do not believe that Ken Dobinson obtained any written advice from the RTA in respect of that consultation. However, in a letter to me dated 15 September 2006 Ken advised that:

   Reference to the RTA website and discussion with Officers of the RTA at Grafton revealed:

   1. *The preferred route for the Highway past the site has been determined. It shows on the picture below. It comprises an upgrade and duplication of the existing route. Interchanges as before are planned at Moonee Beach Rd and Split Solitary Rd.*

   2. *Ultimate connection to the Highway will be restricted to the two interchanges abovementioned. Council is working with the RTA and local developers to develop a service road as part of the adjacent developments between the two interchange points. It is expected that each developer along the route will provide his section of the service road as part of his development.*

      The route alongside the Moonee Beach Shopping Centre to the north has been settled and is in the course of development; that immediately to the north and alongside the Mercer Land is being planned. It is likely that this connection to the north to the Moonee Beach interchange will be in place before the southern link.

   3. *The RTA recognises that temporary connection to the existing highway will be necessary if the residential development precedes the highway upgrade and it appears this will be the case unless RTA priorities change. There is a concern with the extent of the development proposed and the impact on the highway before duplication which will affect the nature of the intersection.*

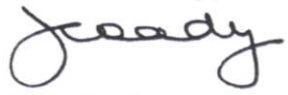
Unfortunately, Ken Dobinson is currently on vacation overseas. However, on his return I will attempt to clarify further the output of his consultation with the RTA in respect of the two temporary accesses to the Pacific Highway to serve the proposed development.

2. The location of the two temporary accesses are shown on the plans of the proposed development.

3. We have assumed that the interchanges proposed by the Pacific Highway upgrade will have enough capacity for traffic generated by the development. We consider that assumption to be reasonable. On Ken Dobinson's return, we will ask the RTA for confirmation that the interchanges have enough capacity to accommodate traffic generated by the proposed development, but are not confident that the RTA will respond.

I trust that this advice is suitable for your purposes at this stage and remain available to be of further assistance if required.

Yours Faithfully,



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16th November 2007

Mr Greg Sciffer Email:Greg_SCIFFER@rta.nsw.gov.au
Development Manager
Roads & Traffic Authority

Grafton NSW 2460

Dear Greg,

Re: Residential Subdivision Mercer Land, Moonee Beach. Traffic & Access

As discussed, the developer of the subject property desires to resolve issues with this land so he may proceed with the subdivision. To this end we seek RTA response to matters raised by the Department of Planning. Sketch showing the site development and proposed temporary links to the Highway (subject to on site determination) is attached

The subject property is being developed under Part 3A of the Planning & Environment Act which means that the application is being dealt with by the Department of Planning rather than Council.

The site does not involve rezoning. The ownership does not extend to adjacent lots to enable access to designed future interchange sites; therefore the only access is to the Pacific Highway.

In regard to this development the Department of Planning has requested RTA response to specific matters contained in the attached notes from the Department, highlighted in the attachment and copied below.

"*Traffic Management and Access*

7.1 Please provide evidence of consultation with the RTA that indicates they are happy with the two temporary accesses to the Pacific Highway.
The locations of the two temporary accesses have not yet been determined. This needs to be determined now.
The traffic consultant has assumed that the interchanges proposed for the Pacific Highway upgrade will have enough capacity for traffic generated by the development. This needs to be confirmed with the RTA."

In response to the questions raised by the Department of Planning we seek advice from the RTA on the matters below:

1. Access to Pacific Highway – RTA agreement in principle to temporary access to the Highway if the subdivision proceeds ahead of other works to permit access to the proposed Highway interchanges. As indicated until other works are undertaken on the Highway and on adjacent lots the only access to the road network from this site is to the existing Highway.
2. Location of Accesses –RTA agreement to meet on site with representatives of the developer to locate suitable locations for the accesses.
3. Capacity of Highway interchanges – Confirmation from the RTA that the proposed Highway interchanges will have sufficient capacity to accommodate traffic generated by this development. In this respect the attached Traffic Report shows generation of the site.

Your early response to these matters would be appreciated so that the Department of Planning may proceed with the proposal.

Regards,

Ken Dobinson