

Ledum Yorgure

From: Adrian Varela <adrian@tatland.com.au>
Sent: Tuesday, 12 June 2018 2:52 PM
To: Ledum Yorgure
Cc: bob@tatland.com.au
Subject: FW: MP10_0136 - RMS response to CR2018/001708 - Myall Street (MR506) / Myall Quays Blvd Intersection - Riverside at Tea Gardens Modification Application

Ledum/Bob,

FYI.

Regards,
Adrian Varela
Design Engineer

TATTERSALL LANDER PTY LTD

DEVELOPMENT CONSULTANTS IN ENGINEERING, SURVEYING, PLANNING AND ENVIRONMENTAL

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From: DESMOND Marc J <marc.j.desmond@rms.nsw.gov.au>
Sent: Tuesday, 12 June 2018 2:50 PM
To: Adrian Varela <adrian@tatland.com.au>
Subject: RE: MP10_0136 - RMS response to CR2018/001708 - Myall Street (MR506) / Myall Quays Blvd Intersection - Riverside at Tea Gardens Modification Application

Its drafted with Peter. It will be sent this week.

From: Adrian Varela [<mailto:adrian@tatland.com.au>]
Sent: Tuesday, 12 June 2018 2:47 PM
To: DESMOND Marc J
Cc: bob@tatland.com.au
Subject: RE: MP10_0136 - RMS response to CR2018/001708 - Myall Street (MR506) / Myall Quays Blvd Intersection - Riverside at Tea Gardens Modification Application

Hi Marc,

Are you able to advise if RMS has responded to the Department of Planning & Environment (I can't see anything on the Major Projects website) / when a response might be made? My understanding is this is the last issue holding up an approval of the modification.

Regards,
Adrian Varela

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From: Adrian Varela <adrian@tatland.com.au>

Sent: Friday, 25 May 2018 4:51 PM

To: 'marc.j.desmond@rms.nsw.gov.au' <marc.j.desmond@rms.nsw.gov.au>

Cc: 'bob@tatland.com.au' <bob@tatland.com.au>

Subject: RE: MP10_0136 - RMS response to CR2018/001708 - Myall Street (MR506) / Myall Quays Blvd Intersection - Riverside at Tea Gardens Modification Application

Marc,

Thank you for your response to our correspondence on this issue. We welcome the position RMS have now adopted, and as a developer will address all intersection requirements on Myall Street with Council, up until the TCS upgrade is required when the fourth legs are extended to the west.

I guess from here we just need the RMS to provide some sort of advice to DoPE re their position. By distilling down the comments from the previous RMS letter, can we suggest the RMS response back to the DoPE be something along the lines of the following;

Following various correspondence and meetings with the developer and their consultants, RMS have reviewed their position and suggest that only the following conditions be included in the Modification Consent;

1. The Traffic Impact Statement identifies that the intersection of Myall Street and Myall Quays Boulevard will require upgrade to TCS in accordance with Council's Section 94 plan. The intersection is to be upgraded at the time when the fourth leg is installed at each intersection.
2. The intersection of Myall Street and proposed Riverside Boulevard is to be provided prior to the release of the 500th lot, to the requirements and satisfaction of MidCoast Council in accordance with their Section 94 plan. If the proposed fourth leg is constructed prior to Riverside Boulevard being provided, then the intersection is to be constructed as a TCS intersection when the fourth leg is constructed, to Roads and Maritimes requirements.
3. Myall Street and Toonang Drive is to be upgraded as per Council's Section 94 plan prior to the release of the 700th lot, or at the time that the Riverside Estate is connected to Toonang Drive (nominally Stage 10), whichever occurs first.
4. MidCoast Council are responsible for the upgrade of the intersections included within the Section 94 Plan, and any cost increases above the funds collected by the Section 94 Plan, including costs incurred through changes to scope at the time of initiation and this process will require the design and installation of the TCS to be undertaken via a WAD process as required by Roads and Maritime.

Let me know if you need anything further from us.

Regards,
Adrian Varela
Design Engineer

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From: DESMOND Marc J <marc.j.desmond@rms.nsw.gov.au>
Sent: Thursday, 24 May 2018 12:48 PM
To: Adrian Varela <adrian@tatland.com.au>
Cc: council@midcoast.nsw.gov.au
Subject: MP10_0136 - RMS response to CR2018/001708 - Myall Street (MR506) / Myall Quays Blvd Intersection - Riverside at Tea Gardens Modification Application

Adrian,

Thank you for submission of the plans demonstrating the upgrade of the Myall Street (MR506) and Myall Quays Boulevard intersection from an AUR to a CHR type intersection. Roads and Maritime requested these works be undertaken for the following reasons:

- Roads and Maritime no longer permit the installation of an AUR type intersection, and
- Roads and Maritime was of the understanding that Myall Street, as a Classified regional road would require RMS consent to upgrade the intersection, and potentially enter a WAD for the works.

In recent weeks, staff at Roads and Maritime Hunter have held discussions with various internal groups to determine the level of involvement. Roads and Maritime now consider that Myall Street, as a classified regional road, is the responsibility of MidCoast Council and Roads and Maritime will only need to be involved for the construction or alteration to any Traffic Control Signals.

Therefore, Roads and Maritime is of the understanding that it cannot request any interim upgrade works to the Myall Street and Myall Quays Boulevard intersection as part of this application. The matter is copied to MidCoast Council for their advice and action if they consider it necessary. Attached is the design review comments from RMS design.

Regards,

Marc Desmond
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Every journey matters

Roads and Maritime Services
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Locked Bag 2030, Newcastle NSW 2300

From: Adrian Varela [<mailto:adrian@tatland.com.au>]
Sent: Tuesday, 24 April 2018 5:16 PM
To: Development hunter
Cc: DESMOND Marc J; bob@tatland.com.au; 'Ledum Yorgure'
Subject: Riverside at Tea Gardens Modification Application - Myall Quays Blvd/Myall Street Intersection

Marc,

As discussed last Tuesday, please find attached a preliminary CHR layout for the Myall Quays Blvd/Myall Street upgrade. As we discussed, the purpose at this stage is to try to determine if the re-configuration can occur simply by Linemarking within the existing pavement (and thus avoid a WAD process that would delay commencement of the entire project). Please review the following details and advise of the RMS position. Both Bob or myself are happy to take any call to discuss any aspect of this intersection.

We would repeat our base position that both the developer and Council do not believe any works are required at this intersection - The RMS letter states they "no longer permit the installation of the AUR intersection treatment", but the fact is it is already installed, and we are not requesting to or required to do any upgrade here at all. The TIA clearly states that the intersection has sufficient capacity in its existing configuration and no modification is necessary, even if the entire development was channelled into this single intersection. As shown in the Application Staging Plan, we intend to bring the second intersection online after stage 5 so the Myall Quays Blvd intersection will not get anywhere near the full development contributing. These five stages represent only 219 lots, and likely around 140 dwellings actually completed before the second entrance is completed. The Myall Quays Blvd intersection is an existing intersection, an existing Council asset which our development does not directly connect to. It is in a low speed environment with excellent visibility and no history of accident. The application, TIA and Council understanding is that the existing intersection is adequate, and only needs modification when a fourth leg to the west is required (when TCS upgrade will occur). Please review the constraints on this location, as detailed below. It is our opinion that given the limited space and sufficient capacity of the existing arrangements, than no modification to this intersection should occur at all.

In relation to the RMS requested CHR layout, most of the general parameters have been agreed with Council engineers previously and are summarised below;

Land Ownership – The Myall Quays Blvd/Myall Street Intersection is an existing public road and the developer is not in ownership of the land on either side of the road in proximity to the intersection. No opportunity for road widening exists to facilitate the intersection requirements or service relocation.

Services – Myall Street is the only access route into town, and carries all major services. Existing above and underground electrical, twin 450mm watermains and communications all exist on the verges. Both watermains have previously been adjusted, upsized and concrete encased in anticipation of the eventual fourth intersection leg from the west. There is not really any practical opportunity to adjust any of these services.

Existing Conditions – The existing arrangement is an AUR style layout. An existing narrow raised central median prevents access to the service station for North bound Myall St traffic. Lane widths are around 3.2m, narrowed to 3.0m adjacent to the median. The distance between the median and the existing edge of bitumen is around 7.3m at the southern end, tapering to 6.3m at the northern end. A sealed shoulder of 0.9m-1.2m exists on the western side of the pavement in proximity to the intersection, which in turn is around 0.9m clear to the existing power poles.

General Road Alignment – Myall Street is the entranceway to the town, a straight flat run of over 2km from the Toonang Drive intersection through to the Baptist Church. While acknowledging that we could diverge traffic lanes within engineering standards, Councils preference was to maintain this straight alignment as part of the character of the town. The existing AUR provides this, a CHR does not. Shifting the centreline would also mean it would shift from the existing pavement crest, and be incompatible with the existing narrow raised median preventing right turn

into the service station from Myall Street (which does not have associated drainage as it currently sits on the crest). Longitudinal grade is flat – around 0.15%.

CHR Layout

The existing available pavement does not allow for the full standard dimensions of a CHR intersection according to Austroads. What I have shown here is what I feel is the best compromise;

Lane Width – lane widths are shown at 3.25m which is generally consistent with the existing lane widths (and also specified by Council on the prelim TCS layout and Riverside Blvd intersection). I am aware this is narrower than generally recommended 3.5m in the Austroads guides, but also that Austroads allows minimum as low as 3.0m, and I note it is a 50km/hr zone and straight alignment, and physical constraints prevent further widening. This also means approximately maintaining the existing shoulder width.

Shoulder Width – Generally per existing = 0.8m-1.2m. Narrowest section 0.53m. (Power pole 1.15m clear of traffic lane at this location).

Storage Length – 12.5m (SU Truck) . The TIA has modelled the entire development through this intersection (not the first five stages as is the actual scenario), so this is just an assumption.

D Diverge/Deceleration Taper length – Should be $D=40\text{m}$ for 50km/hr 2.5m/s^2 deceleration (Austroads 4A Table 5.2). This will not fit on the existing pavement, so I have applied the longest dimension that does fit, $D = 25\text{m}$. (This is still in excess of a CHR(S) of $D=15\text{m}$).

Approach Taper – Diverge taper =50m

‘Cycle-safe lanes’ – you mentioned in the meeting that this would simply be a matter of increasing the lane widths, perhaps up as wide as 4.0m. I can’t see anything specific in the Austroad guides that suggests this. In any case, as discussed above, lanes of this width are not possible at this location. Cyclists have been previously been planned for at this location by Council via off-road facilities - when the service station site and shopping centre site were developed, road-widening and off-road cycleway construction was included across the Myall St and Myall Quays Blvd frontages. I also note that a 2.5m wide off-road cycleway is being provided for the Myall Road full frontage of the Riverside development site, which would connect directly with these existing off-road cycleways, and on to the recent further off-road cycleway construction by Council further south in Myall Street. Given the straight, flat alignment and low speed it was considered that any commuter/sports cyclists who choose an on-road alternative would be comfortable riding amongst traffic or on the shoulders as they currently exist, without specific dedicated on-road lanes or additional lane widening. It is noted the current AUR design means north bound on-road cyclists can use the auxiliary lane and remain well clear of turning and merging vehicles and are impacted only from irregular auxiliary lane vehicle use, whereas the change to CHR will force all through traffic over and closer to the cyclists.

Regards,
Adrian Varela
Design Engineer

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