

Appendix 6

Roads and Traffic Authority - Response to Agency



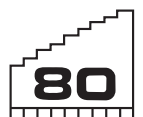
Warner Industrial Park Preferrer Project Report Concept Plan and Project Application

Precinct 14 WEZ

Sparks Rd and Hue Hue Rd

Warnervale

February 2009



**TERRACE
TOWER
GROUP**

Warner Business Park Pty Ltd
Part of the Terrace Tower Group

The following provides the issues raised by the RTA and the Proponent's response to those issues.

ISSUE	AGENCY RESPONSE	PROPONENT'S RESPONSE
General	The RTA raises no objection to the current proposal, but makes the following comments.	
Sidra model for intersections	The RTA's requirements as indicated in the minutes of meeting held on 5 June 2008 do not appear to have been included in the traffic report. At this meeting the RTA requested that a Sidra model of the intersection of Sparks Road and the F3 Freeway interchange be provided including post development traffic.	<p>A traffic assessment was undertaken by Tar Technologies (Appendix 14 of the Environmental Assessment). It states that a "seagull" intersection treatment for the Hue Hue Road and Sparks Road intersection was tested using the computer intersection analysis model 'SIDRA'. It concludes that the proposed seagull intersection arrangement will adequately cater for the forecast traffic flows in 2018.</p> <p>Traffic counts at the request of the RTA for the on and off ramps to the F3 Freeway were undertaken by Tar Technologies and were separately forwarded to the RTA.</p> <p>A further assessment has been undertaken by Tar Technologies dated 14 October 2008 (Appendix 15 of the Preferred Project Report) using SIDRA and the forecast traffic flows to 2018 based on a single lane roundabout, which concludes that the roundabout at Sparks Road and Precinct 14 would be unlikely to interfere with the F3 Freeway / Sparks Road off load ramp. This report was forwarded to the RTA on 13 February 2009.</p>
Noise mitigating structures	In the determination of the application the department should consider the need for noise mitigation structures for the residential precinct located immediately south-west of the F3 intersection that may be impacted by the increased traffic generated by this development.	Wyong Council's State Significant Site Study for the WEZ investigated a broad range of planning constraints and concluded that Precinct 14 was an appropriate location for general industrial. Land adjacent to the F3 corridor is already within a high noise environment and traffic generation at the F3 Sparks Road ramp is likely to increase significantly as the WEZ, Wyong Town Centre and surrounding urban areas develop. Under these circumstances, it is unreasonable to impose additional requirements on this application without an overall housing strategy for the entire Sparks Road and F3 Corridors.
Management of future road traffic noise	<p>The proposed development should be designed such that any road traffic noise increase induced by traffic generation from the proposed development along surrounding roads is managed in accordance with the EPA criteria for "new land use developments with potential to create additional traffic on arterial/collector/local roads" (The Environmental Criteria for Road Traffic Noise, May 1999).</p> <p>Where existing road traffic noise levels already exceed the noise criteria, all feasible and reasonable noise control strategies should be applied in endeavouring to meet the noise criteria. In all cases, traffic arising from the development should not lead to an increase in noise levels of more than 2dB(A).</p>	See above response.