

Hi Casey

The proponent's response remains unacceptable to Roads and Maritime.

Roads and Maritime position remains, requiring intersection analysis through micro-simulation modelling to determine impacts of the development on the existing State road network is required prior to the determination of the development application(s). Condition 1.31 under the MP 10_0090 should remain unchanged.

The proponents proposal to delay the TIA until post approval by utilising a similar condition imposed under stage 2 development consent by Lake Macquarie is not acceptable as:

- The impacts of the development on the state road network and mitigation measures need to be understood prior to the determination of the development, as required under the Environmental Planning and Assessment Act, State Environmental Planning Policy (Infrastructure) 2007 and the RMS Guide to Traffic Generating Developments.

In respect to the imposition of a similar condition imposed under stage 2 development consent

- The condition under stage 2 relies on the existing condition 1.31 under MP 10_0090 remaining operational without change including the requirement to analyse impacts of the development on the existing State road network. It is noted the proponent seeks to change this condition to limit condition 1.31 to local roads only without Micro-simulation modelling.

On 18 January 2019, Roads and Maritime met with the Council's, proponent and their consultants to discuss the modelling, discussing Roads and Maritimes consideration of the appropriate approach.

Regards,

Marc Desmond
Development Assessment
Regional & Freight
M 0475 825 820
E marc.j.desmond@rms.nsw.gov.au
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 8, 266 King Street, Newcastle NSW 2300
Locked Bag 2030, Newcastle NSW 2300