



21 May 2009

Chris Wilson
Executive Director
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Our ref: 22/14532/893
Your ref:

Residential subdivision at 740-742 Pacific Highway Sapphire Beach - 06_0148 Mod 1 and 09_0060 – Supplementary Traffic Report

Background

GHD was commissioned by Sapphire Developments Pty Limited to examine traffic and transport issues associated with the redevelopment of the Pelican Beach Resort at 740-742 Pacific Highway, Sapphire Beach. GHD submitted its *Preliminary Traffic Study (August 2006)* report based on a development that comprised 122 dwellings and that considered the development access road intersecting with the existing Pacific Highway.

Subsequently, GHD prepared a second report for the proposed 122-dwelling development, *Traffic Study - Additional Investigations (December 2006)* that investigated the intersection of the proposed access road and the upgrade Pacific Highway.

Sapphire Developments Pty Limited has since modified its proposal and proposes the development of a 39-lot residential subdivision.

The Director General's Requirements relating to Traffic and Access are:

4.1 Assess the implication of the proposed modification on traffic and transport in the area. Have particular regard to changes to vehicle movements, parking, access/egress to and from the site, and the interface with the recently approved Pacific Highway upgrade – Sapphire to Woolgoolga.

4.2 Outline whether arrangements for public access to and along the beach and coastal foreshore will be changed as a result of the proposed modification.

Response to 4.1: The amended application does not change the previously proposed arrangement for interface with the upgraded Pacific Highway and has a reduced traffic impacts as detailed in the analysis below.

Response to 4.2: There are no changes to the currently approved arrangements for public access to and along the beach and coastal foreshore.

Comments by RTA NSW on the proposal were attached to the Director General's Requirements for the amended application. The RTA comments and corresponding responses follow.

RTA Comments

RTA Comment (i): *Previous discussions and requirements in relation to the Pacific Highway have been held with the applicant's consultants.*

Response: Noted



RTA Comment (ii): *The proposed development is adjacent to the Sapphire-Woolgoolga upgrade of the Pacific Highway which was approved by the Minister of Planning on 13 January 2009.*

Response: Noted

RTA Comment (iii): *The developer will now be responsible for any changes and requirements to mitigate any impacts such as road traffic noise from the existing and future upgrade of the highway.*

Response: Noted

RTA Comment (iv): *Access to the proposed development should be consistent with the attached concept design for the upgrade of the highway. The existing combined access servicing the proposed residential subdivision, adjacent units and the Nautilus Resort should continue to provide access to all of these developments and if necessary should be upgraded to cater for the traffic generated by the proposed development.*

Response: Noted –There is no change to the combined access and the developer's previous commitment to formalize the two-lane exit to the access road remains.

RTA Comment (v): *The previous traffic study undertaken needs to be reviewed and updated. It should provide a matrix to show how the development and any staging will integrate with the proposed highway road works and identify any improvements that might be required.*

Response: An analysis of the revised traffic flows generated by the amended application has been undertaken and a comparison made with the traffic flows generated by the previous proposal. A timeline illustrating the timing of the construction of the proposed development relative to the estimated construction programme for the Pacific Highway Upgrade has also been prepared and is included at Attachment A to this letter. It is concluded that the amended application for a 39-lot development has a significantly reduced traffic impact compared to the 122-dwelling proposal.

RTA Comment (vi): *A traffic management plan needs to be developed to manage construction works.*

Response: Noted. A traffic management plan will be included with the Project Application for demolition

RTA Comment (vii): *The proposed development is located in the vicinity of and could be affected by road traffic noise and vibration from both the existing Pacific Highway and the approved Sapphire - Woolgoolga upgrade of the highway.*

Response: Noted. Mitigation measures are recommended in the Acoustic Report.

RTA Comment (viii): *The development will need to be designed such that road traffic noise and vibration from the existing and approved upgrade of the Pacific Highway are mitigated by durable materials in accordance with the EPA guidelines.*

Response: Noted

RTA Comment (ix): *Consideration should be given to establishing links with the existing local road network.*

Response: Noted. Connections to local roads and the highway service road (existing Pacific Highway) are provided in the design.

RTA Comment (x): *Provisions need to be made for connections to existing transport services such as school and town buses.*

Response: The amended application does not change the arrangements for connections to existing transport services. As committed in the current approval, the developer proposes to facilitate the erection of a bus stop and shelter adjacent the entrance to the development.



RTA Comment (xi): *Connections need to be provided to existing or planned pedestrian and bicycle networks.*

Response: The amended application does not change the proposed connection to the 'Coastal Walk' or the proposed pedestrian/cyclist connection to adjoining areas via Coachmans Close. The proposed development is consistent with the possible future location of a cycleway along the planned service road (existing Pacific Highway).

RTA Comment (xii): *Internal road network needs to be designed to cater for service and emergency vehicle movements.*

Response: Noted

RTA Comment (xiii): *It should be noted that even if the internal roads are not dedicated as public roads they are still covered by the Road Related Area legislation. Any traffic facility will need to be designed in accordance with current standards and approved by the appropriate local regulatory authority.*

Response: Noted

RTA Comment (xiv): *The RTA would be happy to discuss any of these comments with the applicant in order to reduce delay.*

Response: The issue relating to the timing of the proposed development relative to the timing of the proposed highway upgrade has been discussed with RTA in the preparation of the attached timeline. RTA indicated by email that the timeline appeared to be adequate for the purpose.

Traffic Analysis

A comparison of the traffic impacts of the previously proposed development for a 122-dwelling development and the amended development application for a 39-lot residential subdivision is given in the following table. The data for the 122-dwelling development is taken from the GHD reports. The estimate of traffic generation for the 39-lot subdivision is based on:

- ▶ 0.85 trips per dwelling
- ▶ the same traffic assignment patterns as used for residential dwellings for the 122-dwelling proposal
- ▶ the same in/out ratios (20/80 AM peak and 80/20 PM peak) as used for residential dwellings for the 122-dwelling proposal
- ▶ assuming 10 houses are occupied in Year one, 10 in year two, 10 in year three and 8 by year five

Comparison of Additional Generated Traffic

Year	AM peak traffic leaving the site		PM peak traffic entering the site	
	122-dwelling proposal	39-lot proposal	122-dwelling proposal	39-lot proposal
Year 1	39	7	22	7
Year 2	50	14	32	14
Year 3	59	20	41	20
Year 5	70	26	52	26



From the comparison of peak period traffic volumes, it is clear that the amended application for the 39-lot development will have a significantly reduced traffic impact compared to the 122-dwelling proposal.

Sapphire Developments Pty Limited has provided its preliminary programme for the proposed development. It is based on:

- ▶ Approval of amended concept plan by October 2009
- ▶ Approval of DA by Jan 2010
- ▶ Subdivision work complete by June 2010
- ▶ First 10 houses ready for occupancy by March 2011
- ▶ Progressive construction of the remaining 29 dwellings by the end of 2013

An estimate of the construction period for the upgrade of the Pacific Highway is based on an assumed construction start in January 2010 and a construction period of about 18 months.

A comparison of the construction timelines for the proposed residential development and the Pacific Highway upgrade is provided in Attachment A to this letter.

Yours sincerely,
GHD Pty Ltd

A handwritten signature in blue ink, appearing to read 'Michael Lyons', is written over the printed name and title.

Michael Lyons
Transport Planner
6586 8716



ATTACHMENT A

Comparison of construction timelines for Proposed Development and Highway Upgrade

	2010				2011				2012				2013			
	Jan	Mar	Jun	Sep	Jan	Mar	Jun	Sep	Jan	Mar	Jun	Sep	Jan	Mar	Jun	Sep
Proposed Residential Development	DA approved		Commence house construction	Construction of first 10 houses				Progressive development of remaining 29 houses								
Sapphire - Woolgoolga Pacific Highway Upgrade	Commence construction			Completion of southern section of highway					Upgraded highway open to traffic							