

505DA213; 1
10/2323

16 December 2010



Director, Strategic Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Anna Johnston

**PACIFIC HIGHWAY (HW10): COAL AND ALLIED SOUTHERN ESTATES –
GWANDALAN (MP 10_0084)**

Dear Ms Johnston,

I refer to your letter dated 16 November 2010 (Your reference: MP 10_0084) regarding the subject project application forwarded to the Roads and Traffic Authority (RTA) for consideration.

RTA Responsibilities and Obligations

The RTA's primary interests are in the road network, traffic and broader transport issues, particularly in relation to the efficiency and safety of the classified road system, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act, 1993* the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. The Pacific Highway (HW10) is a classified (State) road. RTA concurrence is required for connections to classified roads with Council consent, under Section 138 of the Act. RTA consent is required for traffic control signals and facilities under Section 87 of the Act. Council is the Roads authority for all public roads in the area.

RTA Response and Requirements

The RTA has reviewed the information provided and would have no objections to the proposed development (concept plan) provided the following matters are addressed and included in the Minister's conditions of approval:

Roads and Traffic Authority

The Pavilion Building 29 George Street Woy Woy NSW 2256
PO Box 766 Woy Woy NSW 2256 DX8812
www.rta.nsw.gov.au | 13 17 82

Pacific Highway / Kanangra Drive Intersection

- Traffic control signals and associated civil works shall be designed and constructed to upgrade the Pacific Highway / Kanangra Drive intersection. These works shall include, but not be limited to, the following:

Pacific Highway (Southern Leg)

- The existing two through lanes on approach and departure must be retained.
- A single left turn slip lane shall replace the existing left turn arrangement and provide a minimum length of 180 metres, including taper.

Blue Wren Drive (Eastern Leg)

- The current configuration must be retained.

Pacific Highway (Northern Leg)

- The existing two through lanes on approach and departure must be retained.
- The right turn only lane shall be extended to a minimum length of 190 metres, including taper.

Kanangra Drive (Western Leg)

- A single signalised left turn slip lane shall replace the existing left turn arrangement and provide with a minimum length of 100 metres, including taper.
- The combined through / right turn lane must be retained.
- A right turn only lane shall be provided with a minimum length of 100 metres, including taper.
- The single departure lane must be retained.

Whole Intersection

- Kerb and gutter and raised median / island kerbs shall be provided on all approaches.
- The intersection shall be designed to accommodate the largest design vehicle (B-Double).
- Provision shall be made for on-road cyclists on all approaches at the intersection and along the length of the proposed works.
- All lanes shall be 3.5 metres in width, or as determined by the RTA.
- Street lighting shall be provided at the intersection in accordance with Australian Standard AS1158.
- Any road widening / property acquisition / dedication required to accommodate the intersections shall be provided at no cost to the RTA or Council. This would include any plans of subdivision and associated survey / legal costs. The property required is to be designated as public road reserve in favour of Wyong Shire Council.
- All works associated with the proposed development shall be at full cost to the applicant and at no cost to the RTA or Council.
- The developer will be required to enter into a Works Authorisation Deed (WAD) with the RTA. In this regard the developer is required to submit concept and detailed design plans and all relevant additional information, as may be required in the RTA's WAD documentation, for each specific change to the classified (State) road network and / or any traffic control signals for the RTA's assessment and final decision concerning the work.

Comment: It is requested that the developer be advised that the conditions of approval do not guarantee the RTA's final consent to the specific road work, traffic control facilities and other structures works, for which it is responsible, on the road network. The RTA must provide a final consent for each specific change to the classified (State) road network and / or any traffic control signals prior to the commencement of any work.

- The WAD shall be executed prior to granting a Construction Certificate for the proposed development.
- A Construction Traffic Management Plan (CTMP) shall be prepared and include a Vehicle Movement Plan and Traffic Control Plan. It shall be prepared with the intention of causing minimal impact to the operation of the road network during construction. The CTMP shall be submitted to the RTA and Council for review and approval prior to any construction activities occurring onsite.
- All road works under the WAD shall be completed prior to issuing a Subdivision Certificate for any lot on which development may occur.

Please note that the WAD process, including acceptance of design documentation and construction, can take a considerable amount of time. The developer should be aware of this and allow sufficient lead time within the project development program to accommodate this process. It is therefore suggested that the developer work through the process as soon as possible with the RTA.

Other matters to be addressed include:

- The RTA is aware of another development within Gandalan which will contribute to the additional traffic being generated into and out of the area. It is considered there may be scope for sharing the costs of providing the additional infrastructure detailed above. Any cost apportionment should be determined by the Department of Planning through the Voluntary Planning Agreement process.
- Section 117 (2) direction 3.4 (*Integrating Land Use Development and Transport*) under the *Environmental Planning and Assessment Act 1979*, should be taken into account in relation to the provision of adequate access to public transport, especially for the elderly and opportunities for pedestrians and cyclists connections. The provision of alternative transport modes to private motor vehicles and the facilities required to encourage the use of these modes should be included in any new urban release area.
- The Department of Planning should ensure that the applicant is aware of the potential for road traffic noise to impact on future development of the site. In this regard, the applicant, not the RTA, is responsible for providing noise attenuation measures in accordance with the Environmental Protection Authority's *Environmental Criteria for Road Traffic Noise*, should the applicant seek assistance at a later date.

On the Minister's determination of this matter, it would be appreciated if a copy of the conditions of approval were forwarded to the RTA for record purposes and action regarding the proposed road works.

Please contact me on (02) 4379 7004 if you require further advice.

Yours sincerely



Scott Stapleton
Traffic and Safety Manager
Central Coast Office

Cc Mr Bob Burch
Wyong Shire Council

Mr Vijey Susindran
Transport NSW