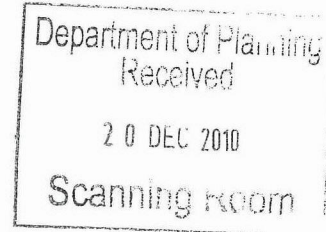


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Director, Strategic Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001



Attention: Ms Anna Johnston

PACIFIC HIGHWAY (HW10): COAL AND ALLIED SOUTHERN ESTATES – NORDS WHARF (MP 10_0088)

Dear Ms Johnston,

I refer to your letter dated 16 November 2010 (Your reference: MP 10_0088) 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:

Pacific Highway / Awabakal Drive Intersection

- Traffic control signals and associated civil works shall be designed and constructed to upgrade the Pacific Highway / Awabakal Drive intersection to a signalised seagull 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 be provided with a minimum length of 125 metres, including taper.
- A single right turn acceleration lane shall be provided.

Pacific Highway (Northern Leg)

- The existing two through lanes on approach and departure must be retained.
- A single right turn only lane shall be provided with a minimum length of 150 metres, including taper.

Awabakal Drive (Western Leg)

- A single signalised left turn slip lane shall be provided with a minimum length of 40 metres, including taper.
- A single right turn only lane shall be provided.
- A single departure lane shall be provided.

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.
- These works shall be completed concurrently with works required at the intersections of the Pacific Highway / Flowers Drive and the Pacific Highway / Montefiore Road and shall be carried out in accordance with the RTA's *Road Design Guide*, the relevant Austroads guidelines and Australian Standards, to the satisfaction of the RTA.

Comment: The works required at the intersections of the Pacific Highway with Flowers Drive, Awabakal Drive and Montefiore Road represent the access management strategy for this part of the Pacific Highway and must be completed concurrently to maintain safety and efficiency on the Pacific Highway.

- 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 Lake Macquarie City 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:

- 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) 4924 0240 if you require further advice.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'DY', is written over the printed name and title of Dave Young.

Dave Young
Manager, Land Use Development
Infrastructure Services
Hunter Region

16 December 2010

Cc Mr Peter McMurray
Lake Macquarie City Council

Mr Vijey Susindran
Transport NSW