



8 August 2018

General Manager  
Central Coast Council  
PO Box 20  
WYONG NSW 2251

Attention: Jenny Mewing

**PACIFIC HIGHWAY (HW10): PLANNING PROPOSAL (RZ/1/2017) TO AMEND WYONG LOCAL ENVIRONMENTAL PLAN 2013 ('LEP') TO REZONE LAND TO R2 LOW DENSITY RESIDENTIAL, LOT: 273 DP: 755266, 15 MULLOWAY ROAD, CHAIN VALLEY BAY**

Reference is made to Council's email received 14 July 2017, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment.

Roads and Maritime understands that Council has received a Gateway Determination from the Department of Planning and Environment pursuant to Section 56(2)(d) of the *Environmental Planning and Assessment Act 1979* in respect of the subject planning proposal. The delegate of the Minister for Planning and Environment has directed Council to consult with Roads and Maritime in relation to the planning proposal.

Roads and Maritime understands the planning proposal seeks to rezone the subject 16.59Ha lot from Zone E3 *Environmental Management* to part R2 *Low Density* and part E2 *Environmental Conservation*. The proposed R2 *Low Density* area is expected to accommodate up to 102 residential lots within a future development application for subdivision. Three (3) future local road connections are illustrated within the strategic subdivision plan, connecting the residential zone to Mulloway Road to the north. All traffic is then directed to Chain Valley Road and the intersection of Pacific Highway.

Roads and Maritime Response

Transport for NSW and Roads and Maritime's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

**TRAFFIC IMPACT STATEMENT**

Roads and Maritime has reviewed the information provided, including the Preliminary Traffic Report (traffic report), prepared by Intersect Traffic, and dated October 2016. The traffic report concludes the following in regards to the intersection of the Pacific Highway and Chain Valley Bay Road:

- *Sidra modelling of the Pacific Highway / Chain Valley Bay Road intersection has shown that the right hand turn movement onto the Pacific Highway from Chain Valley Bay Road currently operates*

*with unsatisfactory average delays, LoS and 95 % back of queue lengths which is only exacerbated by the proposed development. Therefore this intersection will be required to be upgraded to either a roundabout or signal controlled intersection before further development occurred.*

- *As the Pacific Highway / Chain Valley Bay Road intersection is currently 'failing' the upgrading of the intersection would also provide benefit to existing road users and future developments in the area. It would therefore be unreasonable to expect the developer to fully fund the development and the upgrading of the intersection should be contained within a Section 94 developer contributions plan providing a mechanism for a fair and reasonable contribution to the intersection upgrade from all developers who would gain benefit from the intersection upgrade as well as the road authority for existing traffic. It is noted that the PTA concludes that the intersection at Pacific Highway / Chain Valley Road currently operates with unsatisfactory average delays, LoS and 95 % back of queue lengths resulting in a history of crashes, and accordingly, the intersection should be upgraded to improve safety for road users.*
- Roads and Maritime have no works planned to upgrade the Pacific Highway / Chain Valley Bay Road intersection.
- As the Pacific Highway / Chain Valley Bay Road intersection has been demonstrated to currently operate poorly, Roads and Maritime recommend that no lots be released within the area that requires access to Chain Valley Bay Road, prior to access being improved for vehicles accessing the Pacific Highway southbound.
- Roads and Maritime recommend that the developer submit an amended traffic report, exploring options in relation to upgrading the intersection. It is noted that the Darkinjung Local Aboriginal Land Council have a condition requiring the intersection of the Pacific Highway and Chain Valley Bay Road to be upgraded to TCS as part of the proposed 600 lot estate.
- An alternative and preferred option could be connecting the development to an adjacent catchment that connects to the Pacific Highway at a TCS intersection, for example via Carters Road or Kanangra Drive.
- Roads and Maritime recommend that the following be considered with the updated Traffic Impact Statement:
  - The traffic counts for the Pacific Highway and Chain Valley Bay Road intersection should be updated,
  - The development time period for commencement, completion and plus 10 years scenarios should be realistic given the known constraints,
  - The distribution of the trips generated by the proposed development shall be 100% towards the Highway from Mulloway Drive.
  - The peak hour traffic generation is to be taken at as the maximum and not the minimum, as used within the current traffic report. The minimum is not considered adequate for the residential trips as the site is isolated from schools, shops and employment, and it will be likely that residents will travel external to the site,
  - Various upgrade options being explored, not just TCS at the Chain Valley Bay Road intersection.

- Updated traffic analysis of the Pacific Highway and Chain Valley Bay Road using Sidra, including submission of files for review for various upgrade options.

### Advice to Council

Roads and Maritime recommends that the following matters should be considered by Council in determining this development:

- It is noted that the Chain Valley Bay / Lake Munmorah area, which straddles the Pacific Highway (HW10), a classified (State) road, has been gradually rezoned to introduce low density residential development in recent years which are likely to generate significant traffic volumes. Council have also identified that the cumulative impact of the increased pedestrian and vehicular movements is suitably catered for and traffic generated by the urban release area does not adversely affect the safety and efficiency of the classified road network.
- Council should consider developing as part of its future Lake Munmorah Structure Plan connection to the separate villages by local roads to consolidate the number of TCS along the Highway, instead of the Highway being used as the local road connecting the sites.
- As Central Coast Council is the Roads Authority for all public roads in the subject area in accordance with Section 7 of the *Roads Act 1993*, Council should ensure that an appropriate funding mechanism is in place to obtain equitable monetary contribution from developers towards future road network upgrades and / or traffic management measures required to accommodate future development.
- Roads and Maritime has no proposal that requires any part of the property.
- The developer should take into account Section 117 (2) direction 3.4 (Integrating Land Use Development and Transport) under the *Environmental Planning and Assessment Act 1979*, in relation to the provision of adequate access to public transport, especially for the elderly, and opportunities for pedestrians and cyclists connections to the surrounding area.

On Council's determination of this matter, please forward a copy of the Notice of Determination to Roads and Maritime for record and / or action purposes. Should you require further information please contact Marc Desmond on 0475 825 820 or by emailing [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au)

Yours sincerely



Peter Marler  
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**Hunter Region**