



Transport  
for NSW

Michael Whittaker  
General Manager  
Wyong Shire Council  
PO Box 20  
Wyong NSW 2259

ATTN: Jenny Mewing, Strategic Planner

Dear Mr Whittaker

**Planning Proposal in Respect of Lot 642 DP 1027231, Lake Munmorah,  
Lot 644 DP 1027231 and Lot 100 DP 1044282, Crangan Bay  
(RZ/12/2014; PP\_2015\_WYONG\_002\_00)**

Thank you for your email dated 5 March 2015, requesting Transport for NSW (TfNSW) provide comments on the above referenced planning proposal.

Roads and Maritime Services (RMS) will be submitting a separate response.

Transport for NSW has reviewed the Gateway determination, Planning Proposal and other documentation submitted in support of the Planning Proposal.

TfNSW is unable to support the above Planning Proposal until all relevant supporting documentation, as required in the Gateway Determination of 19 February 2015 has been provided and endorsed by TfNSW and Roads and Maritime Services.

The Planning Proposal, and supporting documentation do not demonstrate how the proposed rezoning meets the objectives of Section 117(2) Direction 3.4: Integrated Land Use and Transport issued by the Minister for Planning. Detailed comments are provided in **Attachment 1**.

Thank you for providing TfNSW the opportunity to review and comment on this proposed new development. Should you have any questions regarding this matter, please contact Robert Rutledge, Principal Transport Planner on 8202 2203 or at [Robert.rutledge@transport.nsw.gov.au](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely

16/4/15

Mark Ozinga  
**Manager, Land Use Planning and Development  
Planning Division**

Objective Reference CD15/04043

## Attachment 1 – Advice from Transport for NSW

The Planning Proposal does not demonstrate how the proposed rezoning meets the objectives of Section 117(2) Direction 3.4: Integrated Land Use and Transport.

The Planning Proposal submitted in support of RZ/12/2014; PP\_2015\_WYONG\_002\_00 does not address the following conditions as required in the Gateway Determination:

- 2 *“Additional information regarding the below matters is to be placed on public exhibition with the planning proposal: traffic report including examination of public transport, pedestrian and cycleway planning issues”.*

TfNSW notes the Preliminary Traffic Assessment presented with the supporting documentation was prepared in November 2011. The traffic report should be current, and also address:

- Existing traffic count data for the intersection of the Pacific Highway and Chain Valley Bay Road that are less than 12 months old.
- The proposed east-west link between Chain Valley Bay Road and Carters Road should be considered to enable the operation of an effective bus service in the area.
- Appropriate pedestrian and bicycle access that supports existing or proposed bus stops. Good pedestrian access to bus stops should be facilitated by appropriate road and intersection design and any pedestrian crossing facilities clarified.
- Make reference to the outcomes sought within the *Central Coast Regional Transport Plan*.

TfNSW suggests the Planning Proposal include infrastructure required to support the rezoning and the provision of it to be costed and funded as the development occurs. Note mitigation measures for impacts to any State asset is to be fully borne by the proponent, as the current policy of the New South Wales Government does not provide funding for any contribution, and development may only occur at “no cost to government”.

26 May 2015

SF2015/021123  
CR2015/001062  
MJ

General Manager  
Wyong Shire Council  
DX 7306  
WYONG

**Attention: Ms Jenny Mewing**

**PACIFIC HIGHWAY (A43): PLANNING PROPOSAL TO AMEND THE WYONG LOCAL ENVIRONMENTAL PLAN (LEP) 2013, LOT 642 DP 1027231 405 – 415 PACIFIC HIGHWAY, LAKE MUNMORAH, LOT 100 DP 1044282 425 PACIFIC HIGHWAY, CRANGAN BAY AND LOT 644 DP 1027231 2 KANANGRA DRIVE, CRANGAN BAY – RZ/12/2014**

Dear Ms Mewing,

I refer to your email dated 5 March 2015 regarding the subject planning proposal which was forwarded to Roads and Maritime Services for consideration. I apologise for the delay in responding.

Roads and Maritime understands that Council has received a Gateway Determination, dated 19 February 2015, from the Department of Planning and Environment (DPE) pursuant to Section 56(2) 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.

The Planning Proposal has been prepared to amend the Wyong Local Environment Plan 2013 to rezone areas of the subject site identified as having capacity for future development potential from E2 Environmental Conservation and E3 Environmental Management to R2 Low Density residential. Those areas not identified as having development potential are proposed to retain or acquire an E2 Environmental conservation zoning. A proposed residential subdivision comprising 618 lots has been identified for the site.

#### **Roads and Maritime Responsibilities and Obligations**

Transport for NSW and Roads and Maritime'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*, Roads and Maritime has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. The Pacific Highway (A43) is a classified (State) road. Council is the roads authority for the Pacific Highway and all public roads in the area. In accordance with the Gateway Determination issued by the Department of Planning and Environment, under section 56(2) (d) of the EP&A Act, Roads and Maritime has the opportunity to comment on the planning proposal.

## **Roads and Maritime Response and Requirements**

Roads and Maritime has reviewed the information provided, including the preliminary traffic assessment prepared by Intersect Traffic dated November 2011 and provides the following comments:

- Roads and Maritime concurs with the traffic report conclusion that the Pacific Highway / Chain Valley Bay Road intersection will require upgrading to a signal controlled intersection as a direct result of the proposed 618 lot residential subdivision identified for the property.

At the development application stage of the future subdivision of the site, Roads and Maritime would require the developer to undertake a revised traffic assessment, including a new traffic survey to ascertain current volumes at the Pacific Highway / Chain Valley Bay Road intersection. The traffic assessment will be utilised to identify the necessary road and transport infrastructure improvements required as a direct result of future development of the site including the configuration of the proposed traffic signal controlled intersection and any associated civil works. It is noted that to retain the existing u turn facility at the intersection property acquisition may be required on the southern side of the highway.

Council should ensure satisfactory arrangements to fund and construct the required road infrastructure are made in conjunction with the future development occurring to ensure a fair and equitable contribution to the works by all parties.

- Roads and Maritime has no objection to a connection from the proposed subdivision to the St Brendons School however, there are identified capacity constraints during the am and pm peak periods on school days at the Pacific Highway / Carters Road intersection and on this basis Roads and Maritime does not support a direct vehicular connection from the proposed subdivision to Carters Road.

Roads and Maritime has no objections to the proposed rezoning of the subject property provided the matters raised above are considered / addressed at the development application stage of the proposed future development.

## **Advice to Council**

The following matters should be addressed by Council in determining the rezoning proposal:

- Roads and Maritime has no proposal that requires any part of the property.
- 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 and opportunities for pedestrians and cyclists facilities within and external to the site, connecting to existing facilities where available.
- Council should ensure that the applicant is aware of the potential for road traffic noise to impact on development on the site. In this regard, the developer, not Roads and Maritime is responsible for providing noise attenuation measures in accordance with the Office of Environment and Heritage *NSW Road Noise Policy 2011*, should the applicant seek assistance at a later date.

Where the Office of Environment and Heritage external noise criteria would not feasibly or reasonably be met Roads and Maritime recommends that Council apply internal noise objectives for all habitable rooms under ventilated conditions that comply with the Building Code of Australia.

- All matters relating to the vehicular access from the site to the local road network and internal arrangements within the proposed subdivision such as car parking, traffic / pedestrian management, manoeuvring of service vehicles and provision for people with disabilities are matters for Council to determine.

Continued consultation on this rezoning proposal would be appreciated to enable that both Roads and Maritime and Council's interests are included, particularly in relation to provision of traffic and transport infrastructure upgrades that are required as a consequence of the traffic generated by the future development in this area.

Please contact Hunter Land Use on 4924 0688 if you require further advice.

Yours sincerely,



Tim Browne  
Manager Land Use Assessment  
Hunter Region