

22 June 2022

File No: NTH22/00017/03

Your Ref: DA/1260/2021; CNR-28876

Chief Executive Officer
Central Coast Council
PO Box 20
WYONG NSW 2259

Attention: Salli Pendergast

**THE ENTRANCE ROAD (HW30): DA/1260/2021, SENIORS HOUSING DEVELOPMENT, LOT: 4
DP: 271196, 24-26 GALLIPOLI ROAD LONG JETTY**

I refer to the abovementioned Development Application (DA) referred to Transport for NSW (TfNSW) on 7 June 2022 with amended documentation for comment in accordance with Section 2.121 / Schedule 3 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

The Entrance Road (HW30) is a classified State road and Gallipoli Road is a local road. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has undertaken a further review of the DA and notes that the proposed development will have direct pedestrian access to The Entrance Road, a classified State road. The proposed new premises is of a size and capacity listed in schedule 3, column 3 of the TISEPP, and is therefore a traffic generating development from an active transport perspective. TfNSW recommends that consideration be given to the following measures to enhance safety and accessibility for pedestrians and cyclists.

With respect to vehicular access demand, it is noted that all access will be via Gallipoli Road, a public local road. This is considered appropriate, and Council should be satisfied of development impacts on surrounding streets.

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

- Any existing driveway laybacks onto The Entrance Road/Central Coast Highway are to be removed and kerb reinstated.
- Consideration should be given to upgrading the nearby bus shelter on The Entrance Road, as this development will increase demand on public transport services locally.

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- Consideration should be made to upgrade the footpath along The Entrance Road to a 2.5m shared path for the extension of the frontage between the proposed development and the pedestrian refuge, as this development is for aged living and more path users will have mobility aids.
- The existing “No Stopping” restrictions along the kerb of The Entrance Road should be retained.
- Consideration should be given to the reconstruction of the pram ramp on the northern side of Archbold Road to accommodate for the increase in users from this development.
- Council should ensure that engineered measures are to be put in place to eliminate the risk of road collapse during excavation work.
- Council should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
- Discharged stormwater from the development shall not exceed the capacity of The Entrance Road stormwater drainage system. Council shall ensure that drainage from the site is catered for appropriately and should advise TfNSW of any adjustments to the existing system that are required prior to final approval of the development.
- If appropriate, Council should ensure that the applicant is aware of the potential for road traffic noise to impact on development on the site, in particular, noise generated by The Entrance Road, a classified State road (HW30). In this regard, the developer, not TfNSW, is responsible for providing noise attenuation measures in accordance with the *NSW Road Noise Policy 2011*, prepared by the department previously known as the Department of Environment, Climate Change and Water.

If the external noise criteria cannot feasibly or reasonably be met, TfNSW recommends that Council apply internal noise objectives for all habitable rooms with windows that comply with the Building Code of Australia.

- TfNSW highlights that in determining the application under Part 4 of the Environmental Planning & Assessment Act, 1979 it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development, such as (inter alia) removal of trees, relocation of utilities, stormwater management, etc. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of development consent. Depending on the level of environmental assessment undertaken to date and the nature of the works, the Council may require the developer to undertake further environmental assessment for any ancillary road works.
- All matters relating to internal arrangements on-site such as traffic / pedestrian management, parking, manoeuvring of service vehicles and provision for people with disabilities are matters for Council to consider.

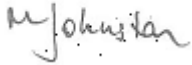
Should Council approve the proposed development and recommended road works, TfNSW concurrence is required in accordance with Section 138 of the *Roads Act (1993)* as the roadworks required impact The Entrance Road a classified State road. As such, the works are to be designed in accordance with the current version of Austroads *Guide to Road Design* and relevant Australian Standards (with Transport for NSW supplements) to the satisfaction of both

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TfNSW and Council.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW for our records. Should you require further information please contact Shelby Wells A/Development Services Case Officer, on 1300 207 783 or 0429 155 086 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully



Marg Johnston

Team Leader Development Services
North Region | Community & Place
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