

19 May 2020

P1790 BRP Residential rezoning Kariong traffic advice

Barr Property & Planning  
92 Young Street  
Carrington NSW

**Attn: Andrew Donald**

Dear Andrew,

**Traffic advice – proposed residential rezoning application, land off Woy Woy Road, Kariong**

Further to your recent email, we have reviewed the information provided for the land off Woy Woy Road in Kariong as well as read through the previous traffic advice provided by Urbis for the project. We have also completed a site visit to review the existing road environment as part of the access review for the project. We would provide the following advice.

We note that Urbis had previously advised that the access should be reviewed in accordance with advice to be provided by Transport for NSW (formerly RMS). However, a review of the classified road network shows that Woy Woy Road is in fact an unclassified regional road and as such TfNSW do NOT need to review or provide any concurrence for the access under the Road Act. This should be emphasised to Council to ensure that this application is not sent to TfNSW. If Council do refer to TfNSW then TfNSW have no option but to review and provide advice which Council will then adopt. Schedule 3 of the Infrastructure SEPP 2007 also indicates that for a subdivision of land with less than 200 allotments or for the development of 300 residential dwellings, with access onto an unclassified road, there is no need for referral.

**Existing situation**

Woy Woy Road provides a single lane of travel in both directions in this location and operates under the posted speed limit of 60 km/h. The road pavement provides an overall width in the order of 7.5 metres, with no sealed shoulders or footpaths. There is no kerb and gutter provided and there are a number of access points along its length and further to the north there are residential lots with driveways with direct access to Woy Woy Road.

Traffic flows on Woy Woy Road are reasonably high during the commuter peaks as it provides an attractive route between Woy Woy and suburbs further south and the Central Coast Highway for connection to the M1 Pacific Motorway to the west of the locality. Woy Woy Road connects to the Central Coast Highway via a 3-way signal-controlled intersection that allows for all turn movements.



*Photo 1 – View along Woy Woy Road showing typical cross section in the vicinity of the subject site (top of picture)*

### Proposed Development

The project seeks approval for a rezoning to allow for a residential subdivision allowing for up to potentially 50 residential lots. Access is proposed direct to Woy Woy Road only.

Based upon the Guide to Traffic Generating Developments, a residential development typically generates 0.71 trips per lot in the AM peak and 0.78 trips in the PM peak. For the potential lot yield of 50 this would give 36 trips in the AM peak and 39 in the PM peak. Daily traffic flows are typically 7.4 per lot per day providing 370 per day for the subject site (185 inbound and 185 outbound per day).

### Access design

It is considered that the majority of the traffic movements associated with the project will be to / from the north, generating left turn movements into the site and right turn out. Commuter demands would primarily be towards the M1 Motorway or Gosford. Similarly, education and shopping are typically located to the north of the site and accessed via the Central Coast Highway. These traffic patterns will generate left turn movements into the site and corresponding right turn movements out. It is considered that the demands for left out and right turn in movements as such will be very low for the project.

Whilst no traffic data has been collected for this project, based on observations on site it is considered that a left turn deceleration lane will be required for the site access. Using the advice available within Austroads Guidelines the provision of an AUL (S) is considered appropriate for the traffic volumes associated with the project site. Given the low right turn demand for entering traffic, a BAR type intersection will be appropriate for the site, allowing for shoulder widening on the left hand side of the road to allow through traffic to pass a vehicle propped waiting to turn right into the site.

### Site access location – Woy Woy Road

The potential location for the site has been reviewed on site, with regard to sight lines which are reliant upon the horizontal alignment of the road. Sight line requirements are important for road safety as well as to allow a driver to determine a suitable gap in the traffic stream when exiting the site.

The access location assessed by Urbis has been reviewed on site as well as the full frontage of the site to Woy Woy Road and it is considered that the location advised by Urbis (Attachment A) is appropriate, with sight lines at this point being consistent with the requirements of Austroads Guidelines. For the posted speed limit of 60 km/h the sight distance requirement is 114 metres minimum. The sight distance has been assessed on site and it is considered that this distance is available.



Photo 2 – View to right for a driver exiting the site onto Woy Woy Road.



Photo 3 – View to left for a driver exiting the site onto Woy Woy Road.

### Crash Data

Road upgrades have been undertaken along Woy Woy Road in recent years to improve overall road safety.

A review of the crash data provided by TfNSW for the intersection of Woy Woy Road and Milyerra Road and 1 kilometre south indicates there have been four crashes in the five years October 2014- September 2019. Of these two had fatigue as a factor whilst one was at the intersection of Milyerra Road and the other was a vehicle running off the road during the day.

Allowing for the high traffic volumes in this area this indicates that the road layout within the vicinity of the site provides a safe road environment.

The provision of an additional access onto Woy Woy Road is unlikely to impact on the overall level of road safety in this location.

### Alternative access to north

The access options to the north of the site have been assessed and whilst it can be seen that from a traffic perspective this would be a satisfactory approach, a review of Nearmap shows that access would be required across 3<sup>rd</sup> party land with associated restriction / cost. Connecting through to Milyerra Road would allow for good access to Woy Woy Road via the seagull type intersection and it is considered that this access will have adequate capacity to cater for these additional traffic movements.

Based on the Central Coast Council Development Control Plan the following guidelines are provided for this access:

- Access Street – up to 40 dwellings, road reserve 15m allowing for 8m carriageway and 3.5m verges
- Collector Road – up to 200 dwellings, road reserve 18m allowing for 11m carriageway and 3.5m verges

Allowing for the subdivision to provide for up to 50 lots this road link may be required to be built as a collector road with a road reserve of 18 metres.

### Conclusion

In conclusion, a review of the potential traffic generation and access requirements for the rezoning of the subject land indicate that access can be provided onto Woy Woy Road in a manner consistent with Austroads requirements. As such there are no impediments on access grounds to this rezoning.

Yours sincerely,



**Sean Morgan**  
Director

Attachment A – Urbis Assessment October 2019

Figure 1 – Potential Site Access Locations



Base Map Source: NearMap