



File No: NTH15/00129/05
Your Ref: SSD_8368

The Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Megan Fu – Senior Planner

Dear Sir / Madam,

New Grafton Correctional Centre – Stage 2: Design, Construction and Operation (SSD_8368)

I refer to your letter of 14 June 2017 requesting comment from Roads and Maritime Services in relation to the abovementioned development proposal.

Roles and Responsibilities

The key interests for Roads and Maritime are the safety and efficiency of the road network, traffic management, the integrity of infrastructure and the integration of land use and transport.

The Pacific Highway is a classified (State) road (a highway) under the *Roads Act 1993* (Roads Act). Clarence Valley Council (Council) is the Roads Authority for all public roads (other than freeways or crown roads) in the local government area pursuant to Section 7 of the Roads Act. Roads and Maritime is the Roads Authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act. Any proposed works on a classified (State) road will require the consent of Roads and Maritime and consent to developer works is provided under the terms of a Works Authorisation Deed (WAD).

In accordance with Clause 104 of the *State Environmental Planning Policy Infrastructure 2007* (ISEPP), Roads and Maritime is given the opportunity to provide comment as the proposed development is proposed to include ancillary parking for 700 motor vehicles and is a traffic generating development listed under Schedule 3 of the ISEPP.

Roads and Maritime Response

Roads and Maritime has reviewed the exhibited information and provides the following comments to assist the consent authority in determining the application;

1. The Transport and Accessibility Report (TIA) proposes significant increases in peak hourly traffic movements (up to 300vph) generated along the designated access routes and intersections on the Pacific Highway following project completion. The TIA should further consider the impacts of operational traffic on the road network over a 10 year horizon following project completion. In particular Eight Mile Lane and Six Mile Lane intersections with the Pacific Highway should be considered. Any works must be designed and constructed in accordance with Austroads Guidelines, Australian Standards and RMS Supplements.

2. The TIA has identified significant increases in peak hourly traffic movements (up to 810vph) along the designated access routes and intersections on the Pacific Highway during the construction phase of the development. In particular the TIA has identified that vehicles entering the Pacific Highway at the Eight Mile Lane and Six Mile Lane intersections will experience unacceptable delays during the AM peak period. The modelled level of service for right turns onto the highway during the peak hour is identified as unacceptable. The Construction Environmental Management Plan (CEMP) and/or Construction Traffic Management Plan (CTMP) should be further expanded to identify specific measures to address the safety and efficiency of affected intersections on the Pacific Highway during the construction phase of the development.
3. Section 4 of the CTMP should be further expanded to provide detail of proposed communication measures for regular and ongoing consultation with Council, Roads and Maritime and Pacific Complete. Consultation should inform the management of cumulative traffic impacts arising from the project and concurrent infrastructure projects in the subject area. It is suggested that a coordinated schedule of expected weekly traffic movements be developed to inform a coordinated approach to traffic control and community consultation.
4. The description of existing road conditions under Section 5 of the CTMP could be further expanded to include details of likely road safety impacts generated along the designated access route during both the construction and operational phases of the project.
5. The TIA should include swept path analysis for the relevant design vehicle at each intersection along the identified access route. Intersections on Eight Mile Lane and Avenue Road should meet the minimum geometric and design specifications to the satisfaction of Council.
6. The compliance management measures proposed under Section 8 should be further expanded to identify key issues, including the proposed frequency of communication, monitoring and auditing processes.
7. Any Traffic Control Plan proposed under the CTMP to address impacts on the Pacific Highway is to be prepared in accordance with the *RTA Traffic Control at Worksites Manual*. Prior to the implementation of any TCP on the Pacific Highway a Road Occupancy Licence (ROL) is to be obtained from Roads and Maritime Services. Further detail on how to apply for an ROL can be obtained from:

<http://www.rms.nsw.gov.au/business-industry/road-occupancy-licence/index.html>
8. Vehicular access to the development is likely to occur outside of daylight hours and during periods of low visibility, such as fog. Further consideration should be given to the installation of appropriate street lighting at key intersections along the identified access route to improve safety for road users.

The proponent is encouraged to consult with Roads and Maritime wherever necessary to better understand and resolve the above comments. If you have any further enquiries regarding the above comments please contact Matt Adams, Acting Manager Land Use Assessment on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully



for Liz Smith
A/Network & Safety Manager, Northern Region
2 August 2017