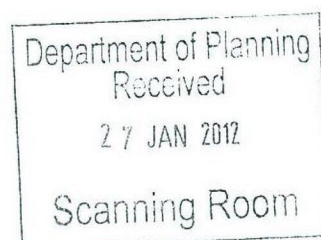


The Director
Metropolitan & Regional Projects
Planning NSW
GPO Box 39
Sydney 2001.



Attn: Mr Brent Devine.



Dear Sir,

Exhibition of Stage 1 – Kings Forest Proposal - Kingscliff, Tweed Local Government Area

I refer to your letter dated 18 November 2011 seeking comment on the exhibition of the abovementioned development proposal and apologise for the delay in responding to your request for comments.

On 1 November 2011 a new organisation called Roads and Maritime Services (RMS) was formed to replace the Roads and Traffic Authority (RTA). The RMS will focus solely on delivering quality services to its customers.

The key concern for RMS is the potential for any impact upon the safety and efficiency of the state classified road networks. Tweed Coast Road (MR450) is a regional classified road in the care and control of Tweed Shire Council.

As the proposed development will result in significant increases to traffic volumes on the Tweed Coast Road, it is recommended that careful consideration be given to the funding mechanism for all future infrastructure upgrades to the surrounding road network, particularly the upgrade of the following key intersections;

- Tweed Coast Road and Kings Forest Parkway
- Tweed Coast Road and Cudgen Road

Consideration should also be given to future options for an alternate connection to Cudgen Road as this would be beneficial in distributing traffic across the surrounding network thereby reducing overall demand on Tweed Coast Road. The proposed internal street network should allow for potential future connections to any future developments upon the land immediately north of the subject site, which would enable the integration of surrounding developments and an alternate connection to Cudgen Road.

Roads & Maritime Services

It is noted that the proposed employment lands are in close proximity to the intersection of Tweed Coast Road and Kings Forest Parkway. The CSG Traffic Engineering Assessment relies on the signalisation of this intersection to justify the future integrity of the intersection in providing access to the proposed 'Rural Retail' site.

Traffic signals or traffic control lights are regulated by section 87 of the *Roads Act 1993*. In particular, section 87(4) of the Roads Act relevantly provides that the consent of RMS is required for the installation of traffic control signals. Due to the safety and traffic management significance of traffic signals, RMS has not delegated this consent function to any other authority and operates and maintains all traffic lights in NSW.

RMS is concerned that Planning NSW may consider imposing a condition for traffic signals based upon the traffic assessment recommendations submitted in support of this application. Such a condition would need to be subject to a further assessment and determination by RMS and the outcome cannot be guaranteed at this time. Because at this stage further assessment and approvals will be required, RMS advises that traffic signals should not be specified as a condition of consent.

Before determining whether or not to approve the installation of traffic signals for the proposed development, RMS would require a further traffic assessment to be undertaken at the time the signals are warranted. This analysis should include but not be limited to;

- A comparison of pedestrian and vehicle numbers against the warrants for signal installation. Attached for your information is an extract from Part 2 of the RTA Traffic Signal Design Manual showing warrants for installation.
- The feasibility of alternative traffic control treatments, i.e. roundabouts.
- The number and type of road crashes at the proposed signal location.
- Traffic counts and vehicle movements at the proposed signal location.
- The local road geometry including grades, sight distances, road width and proximity to other intersections.
- Traffic modelling to assess site configuration, phasing and cycle times. This would incorporate other existing signals at nearby locations.
- The analysis should also include future land use patterns, plus current and future road network usage in and around the site.

Only after this information has been provided, can RMS determine if traffic signals are the most suitable traffic control device for the site.

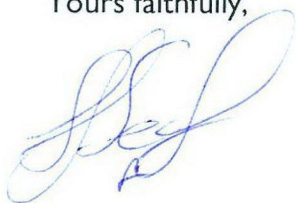
Additionally, if traffic signals are eventually approved, the developer will be required to enter into a Works Authorisation Deed (WAD) with RMS, which will exercise its powers under Section 87 of the Roads Act 1993 (the Act) and/or the functions of the roads authority, to undertake road works in accordance with Sections 64, 71, 72 and/or 73 of the Act, as applicable, for all works under the WAD.

The WAD would need to be in place prior to the issue of any civil construction certificate associated with these works and the developer would need to complete all roadworks and traffic control works under the WAD to practical completion, as determined by RMS, before the issue of any subdivision certificate. All works shall be undertaken at full cost to the developer to the satisfaction of RMS.

RMS is committed to working with all planning authorities, and in particular Planning NSW to ensure that development proposals receive informed road safety and traffic management assessment that assists in determining appropriate infrastructure to benefit all road users. As the owner, operator and approval authority for traffic signals, RMS would welcome the opportunity to provide advice and input at an early stage for all proposals that consider the implementation of traffic signals. This would ensure that all environment impacts (including traffic impacts) of proposed developments are adequately assessed in order to minimise circumstances where the required authorisation for road and traffic works ancillary to development proposals are not delayed unnecessarily.

If you have any further enquiries please contact Matt Adams on 6640 1344 or email: land_use_northern@rta.nsw.gov.au

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'David Bell', with a stylized flourish at the end.

23 JAN 2012

David Bell
Regional Manager, Northern Region