



Mark Ferguson, General Manager
8am to 5:30pm Mon - Thurs, 8am to 5pm Fri

17 November 2011

Mr M Woodland
Director, Metropolitan & Regional Projects South
NSW Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Amy Watson

Dear Mr Woodland

Re: Section 75W Modification Application - Stage 1 Project Application Residential and Child Care Development (MP10_0177 MOD 4)

Council provides the following comments in respect to the subject application to amend conditions of consent.

Existing Condition C6

Council does not object to Condition C6 being modified to allow construction of all roadworks in Macpherson Street (chainage 0 to 295) to occur prior to occupation of Buildings A, B, C, D, E, F & G while deferring the approval and construction of all roadworks in Boondah Road, the roundabout at the intersection of Boondah Road and Macpherson Street and the balance of roadworks in Macpherson street to occur prior to occupation of Buildings H, I, J, K, L, M, N, O & P.

To this end, the suggested wording of the caveat is not acceptable and following amended wording is proposed:

"All references to Boondah Road in Condition C6 will also include reference to the balance of proposed roadworks not completed as part of Stage 1 which, while relevant to the overall development, will be deferred until the construction and prior to final occupation of Buildings H, I, J, K, L, M, N, O & P thereby providing access to Stage 2 of the development."

Existing Condition F15

Council does not support the deletion of Condition F15.

It is considered that the extension of the right turn lane in Pittwater Road at Warriewood Road is a critical piece of infrastructure upgrade that was directly necessitated by the approval of the subject development. The increased traffic volumes necessitating this upgrade are a direct result of the higher development density approved for this development over the density on which the Warriewood Valley Roads Master Plan – 2006 Review (WVRMP) was based.

The extension of the right turn lane is not an item in Council's s94 Infrastructure Plan as it is not identified in the WVRMP as being necessary for the planned development density.

Council's position is based on the following:

(1) Applicants Traffic Impact Assessment (Halcrow, Feb 2010)

This report identified (Pg 8) that the right turn bay in Pittwater Road at Warriewood Road prior to the approval of the development was operating *"close to capacity, with the right turn bay in Pittwater Road currently overflowing onto adjoining lanes on occasions during peak hours"*.

In the assessment of traffic conditions with the development in place (Pg 14) it says that the intersection would operate satisfactorily based on their assumption that *"the right turn lanes into Jacksons Road and Warriewood Road (from Pittwater Road) was assumed to be lengthened to overcome the existing problem with queues overflowing into through lanes"*. Their assumption is that this upgrade work was already identified in an item in Council's WVRMP (2006 review) and as an item in the Warriewood Valley S94 Infrastructure Plan, which is not correct. This assumption is repeated in report conditions on page 23.

The consultant's assumption is not correct as there is no reference in Council's WVRMP to extending the right turn lane in Pittwater Road. Figure F1 in Council's WVRMP which is a concept plan for the upgrading of this intersection which is the basis of the item in Council's S94 Infrastructure Plan, clearly shows the proposed additional turning lane in Warriewood Road but shows no changes to the existing right turn turning lane in Pittwater Road. The extension of the right turn lane in Pittwater Road was not included in the WVRMP as it was considered that this area of the intersection would function to an acceptable standard for the expected traffic generated by the density of the development approved for Warriewood Valley Land Release.

As it is the conclusion of the Halcrow report that the extension of the subject right turn lane is necessary to cater for the increase in traffic generation directly related to the increased development density approved by the PAC for the site, this infrastructure improvement is directly linked to and necessitated by the approval of the Meriton development and so should be provided by the developer as per the requirement of Condition F15.

(2) Assessment of traffic Impact (Traffix, April 2010)

This report (Pg 6) concludes that it is necessary to *"upgrade the intersection of Warriewood Road and Pittwater Road"* to cater for the additional traffic generated by the proposed development.

This supports the retention of F15.

(3) RTA Comments on Development Application (Letter of 19 October 2010)

Following consideration of the Meriton Development Application and the Assessment of Traffic Impacts report by Halcrow, the RTA provided a recommendation (No 3) that was included by the PAC as Condition of Approval F15.

Council supports this recommendation which reads:

"As indicated within the Halcrow report, the right turn movement from Pittwater Road into Warriewood Road at the intersection of Pittwater Road/Warriewood Road/Hunter Street currently overflows into the through traffic lanes. To address this issue along with the increased turning movements associated with (Stages 1 & 2) of the development, the

developer will be required to lengthen this right turn bay to provide a minimum of 80m storage +taper."

(4) PAC Conditions of Approval

Following assessment of the Meriton DA by the PAC and in consideration of all comments received, the PAC considered that the proposed development itself necessitated the upgrading of the slip lane in Pittwater Road at its intersection with Warriewood Road to cater for the anticipated traffic volumes.

It was also determined that as the extension of the right turn lane in Pittwater Road was necessitated by the increased traffic that would be generated by the Meriton Development by the approved increased development density, this work should be provided by the developer as a direct condition of consent, hence F15 should remain.

In summary,

- Condition C6 can be modified
- Condition F15 should remain and be the responsibility of the developer (Meriton) to provide.

Yours faithfully


Mark Ferguson
GENERAL MANAGER