



6 July 2021

File No: NTH21/00147/01
Your Ref: SSD-22536006

Industry Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
PARAMATTA NSW 2124

Attention: Michelle Niles

Dear Sir / Madam,

**RE: SEAR for SSD-22536006 – Pacific Bay Resort Studios & Village.
Lot 5, 6 & 7 DP 1112654 and SP53080; Resort Drive, Coffs Harbour**

I refer to your email of 21 June 2021 requesting input from Transport for NSW to the Secretary's Environmental Assessment Requirements (SEARs) for the abovementioned development proposal.

Roles and Responsibilities

Our 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*.

Pacific Highway (HW10) is a classified (State) road, James Small Drive, Bay Drive and Breakers Way are public (local) roads, under the *Roads Act 1993* (Roads Act). Coffs Harbour City 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.

TfNSW 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 TfNSW and consent is provided under the terms of a Works Authorisation Deed (WAD) with TfNSW, or other suitable arrangement as agreed to by TfNSW.

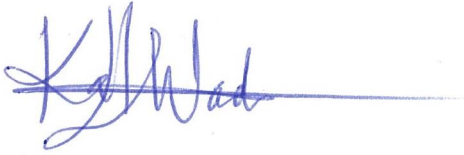
Transport for NSW Response

TfNSW requests that a Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the *Austroads Guide to Traffic Management Part 12*, the complementary *TfNSW Supplement* and *RTA Guide to Traffic Generating Developments*. The TIA should include, but not necessarily be limited to, an assessment of the considerations outlined in **Attachment A**.

TfNSW highlights that in determining the application under the *Environmental Planning and Assessment Act 1979*, it is the Consent Authority's responsibility to consider the environmental impacts of any roadworks which are ancillary to the development. 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 project approval.

If you have any further enquiries regarding the above comments please do not hesitate to contact Katrina Wade, Development Services Case Officer or the undersigned on (02) 6640 1362 or via email at: development.northern@transport.nsw.gov.au

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Katrina Wade', with a horizontal line extending to the right.

for Matt Adams
Team Leader, Development Services
Community and Place | Region North
Regional & Outer Metropolitan
Transport for NSW

Enc. ATTACHMENT A - Requested TIA consideration for SEAR

ATTACHMENT A - Traffic Impact Assessment – Requested considerations for SEAR

For context, this attachment must be read with TfNSW letter of 6 July 2021 relating to SEAR-22536006.

Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the *Austrroads Guide to Traffic Management Part 12*, the complementary *TfNSW Supplement* and *RTA Guide to Traffic Generating Developments*.

The *TIA* is to identify the impacts of the development and any on-site and/or off-site measures proposed to mitigate the impacts of the development on any road or rail related infrastructure. The *TIA* must explain and justify all inputs informing the proposed mitigation measures and *TIA* conclusions.

TfNSW requests that prior to preparation of the *TIA* informing the *EIS*, the Traffic Consultant submit a draft *Methodology Statement*, to TfNSW and Coffs Harbour City Council to allow for input and feedback from the relevant roads authorities. TfNSW further recommends that a draft copy of the *TIA* also be submitted for review prior to the lodgement of the *EIS*. The request approach is anticipated to assist the applicant in identifying potential constraints and solutions to minimise delay under assessment.

The *TIA* should be tailored to the scope of the proposed development and include, but not necessarily be limited to, consideration of the following;

- Map/s of the subject site and surrounding road network identifying all public roads proposed to obtain access from the development site to the classified (State) road. The map/s should show any secondary properties or sites related to the subject development and associated travel routes.
- The total impact of existing and proposed development on the road network with consideration for a 10 year horizon. This should include;
 - Identify Annual Average Daily Traffic (AADT) volumes with percentage heavy vehicles along the transport route/s and diagrammatically demonstrate AM and PM peak hour movements at key intersections.
 - Background traffic data from published sources and/or recent survey data. The source of data and any assumptions are to be clearly explained and justified, including the growth rate applied to the future horizon.
 - The volume and distribution of existing and proposed trips to be generated by the construction, operation and/or decommission phases of the development. This should identify the maximum daily and hourly demands generated by the development, particularly where they coincide with the network peak hour.
 - The type and frequency of design vehicles accessing the development site.
- Details of the geometry and alignment of the road network internal and external to the site, including existing road formations, crossings, intersection treatments and any identified hazards. This should include;
 - Available sight distances at the site access and relevant intersections, identifying any constraints to achieving the required sight distance for the posted speed limit.

- An assessment of turn treatment warrants in accordance with the *Austrroads Guide to Traffic Management Part 6* and *Austrroads Guide to Road Design Part 4A* for affected intersections, identifying the existence of minimum basic turn treatments and addressing the need for any warranted higher order treatments.
- Swept path analysis demonstrating the largest design vehicle entering and leaving the development, and moving in each direction through key intersection/s and the site accesses.
- Capacity analysis using SIDRA or other relevant application, to identify an acceptable Level of Service (LOS) at intersections with the classified (State) road/s, and where relevant, analysis of any other intersections along the proposed transport route/s.
- A Road Safety Assessment, including a review of crash data along the identified road network for the most recent 5 year reporting period, considering the Safe Systems principles adopted under *Future Transport 2056*.
- A Site Plan demonstrating all site accesses, internal manoeuvring, servicing and parking areas consistent with the relevant parts of *AS2890* and Council requirements.
- Strategic (2D) design drawings of all proposed road works and the site access demonstrating scope, estimated cost and constructability of works required to mitigate the impacts of the development on road safety, traffic efficiency and the integrity of transport infrastructure. Works must be appropriately designed for the existing posted speed limit.

In particular this should include strategic drawings of the following;

- The connection of Five Islands Drive and Breakers Way, including the nearby intersection of Breakers Way and James Small Drive.
- The Studio site access connection to James Small Drive, including the nearby connection to the Pacific Highway / Coffs Harbour Bypass / Service Road.
- The Resort Drive site access connection to Bay Drive, including the nearby intersection of Charlesworth Bay Road to the Pacific Highway.
- Details of measures to address impacts and/or provide connections for public transport services and active transport modes, such as, public and school bus services, walking and cycling.
- Details of measures to ameliorate the impacts of road traffic noise, dust, and/or glare generated along the proposed transport route/s.
- Details of any proposed **Construction Traffic Management Plans** to be implemented during the construction phase of the development, outlining the approach to managing construction impacts and any temporary measures to be adopted. The CTMP should have consideration for the timing of the Coffs Harbour Bypass Project and is to include, but not necessarily be limited to, the following;
 - Any Traffic Guidance Schemes (TGS) to be prepared and implemented by qualified persons in accordance with the *Traffic Control at Work Sites Technical Manual*.
 - Details of procedures for working safely around roads, addressing relevant requirements under the Work Health and Safety Regulation 2017, incorporating inductions, regular updates and a Driver Code of Conduct.
 - Details of proposed community consultation and complaints resolution procedure.
 - Given the proximity of the approved Coffs Harbour Bypass Project (CHBP) the TIA should clearly identify the proposed timing of construction works and any external road improvements.

- Details of any proposed **Travel Demand Management Plans** to be implemented during the operational phase of the development; capturing the planning and development of strategies which are objectives-driven, performance-based and informed by data collected during the traffic assessment.

These plans should incorporate travel demand targets and measures aligned with development staging and aimed at providing options and improving travel and transport choices for the development's key users.

The plans may include, but not necessarily be limited to, the following;

- **Green Travel Plan / Sustainable Travel Plan (GTP / STP)** aligning the design of the proposed development with environmentally sustainable transport options and promoting travel by active and public transport modes to reduce private car travel. Considerations may include provision of facilities for electric vehicles (EVs) and development of active transport links and alternative transport modes to support the needs of the development.
- **Special Events Management Plan (EMP)** outlining measure to manage regular or special events occurring on the site with linkages to any off-site locations.

Where road safety concerns are identified at a specific location along the proposed haulage routes, TfNSW suggests that the TIA be supported by a targeted Road Safety Audit undertaken by suitably qualified persons in accordance with the Austroads Guidelines.

Any roadwork on classified (State/Regional) road/s is to be designed and constructed in accordance with the current *Austroads Guidelines*, *Australian Standards* and *TfNSW Supplements*.

The developer will be required to enter into a Works Authorisation Deed (WAD) or other suitable arrangement as agreed to by TfNSW for any roadwork deemed necessary on the classified (State) road. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW [website](#).