

Chad Beecham

From: Chad Beecham
Sent: Thursday, 9 June 2016 3:20 PM
To: jeff@intersecttraffic.com.au
Subject: FW: Fern Bay residential estate - second access to Nelson Bay Road

Follow Up Flag: Follow up
Flag Status: Completed

Jeff,

As discussed, below is the response from Marty Jenkins regarding our request to delete the second access to Nelson Bay Road.

Based on the below, the Proponent has decided to seek a modification to Consent to delete the second access.

I think we should probably update your previous report on the Seaside Boulevard roundabout capacity to coincide with Marty's comments.

Let's talk next week. Have a good weekend.

Regards

CHAD BEECHAM | **PROJECT MANAGER** |

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From: JENKINS Marty W [mailto:Marty.JENKINS@rms.nsw.gov.au]
Sent: Wednesday, 8 June 2016 9:42 AM
To: Chad Beecham
Subject: Fern Bay residential estate - second access to Nelson Bay Road

Chad

I refer to your email dated 5 May 2016 seeking Roads and Maritime's in principle support to delete the requirement for a second vehicular access (left in / left out only) to the Fern Bay (Seaside) residential development as required by Condition B5 in the Project Approval dated 28 June 2010. I also refer to our meeting held on the 24 February 2016 and the intersection analysis of the Nelson Bay Road / Seaside Boulevard roundabout, undertaken by Intersect Traffic dated 8 April 2016, in support of your request. I apologise for the delay in responding.

Roads and Maritime understands that the proponent seeks to remove the requirement for a second access (left in / left out only) primarily due the cost of providing the required lengths of acceleration / deceleration lanes within a 100 km/hr speed zone.

Roads and Maritime has reviewed the intersection analysis and provide the following comments:

- The intersection analysis appears to have been based on a 2015 traffic survey (8/10/15) for a single AM and PM peak hour (7.15 – 8.15 and 16.00 – 17.00 respectively). It is considered the survey should (as a minimum) have been from 06.00 – 10.00 and 15.00 – 19.00 to ensure an accurate representation of the peak period both for the through Nelson Bay Road traffic and the traffic entering / exiting the Fern Bay residential estate (and Fullerton Cove Road).
- Based on the traffic survey results and the current number of dwellings in the Fern Bay residential estate (449 dwellings), trip generation per dwelling were calculated to be 0.53 vtpd (AM) and 0.40 vtpd (PM). It is noted that average regional trips (for low density residential dwellings) outlined in Roads and Maritime's Technical direction TDT 2013/04 are 0.71 vtpd (AM) and 0.78 vtpd (PM).
- Based on the traffic survey results the trip distribution for the AM peak period was 77% out / 23% in and vice versa for the PM peak period.
- Background traffic growth of 1.5% per annum was adopted for the through Nelson Bay Road movements.

Roads and Maritime's primary interest in this matter is the safe and efficient operation of the Nelson Bay Road / Seaside Boulevard roundabout. Roads and Maritime's preliminary review of the modelling provided suggests that the roundabout is likely to operate at a satisfactory level should it be used as the only access point to/from the estate.

An investigation into Roads and Maritime's records revealed that Condition B5 *Construction of connection to Nelson Bay Road* was not a requirement recommended to be imposed by Roads and Maritime. Rather, it is understood that the provision of a second access point to the estate formed part of the original master plan for the original subdivision in order to facilitate internal traffic circulation and connectivity within the estate for private vehicles and for public transport services and to satisfy emergency access needs. Accordingly, these matters should be addressed in any proposal to modify the access arrangements and consultation made with the relevant consent authority. Please be advised that should the consent authority maintain the requirement for the left-in/left out access to Nelson Bay Road, the intersection design inclusive of acceleration and deceleration lanes must illustrate compliance with the Roads and Maritime's Road Design Guide and relevant standards.

This is preliminary advice only and Roads and Maritime reserves the right to change its position at the time of receiving further information which will be considered on its merits in accordance with the relevant

legislation and guidelines. Roads and Maritime will further consider the proposal on receipt of a formal referral from the consent authority.

If you require further advice please contact Hunter Land Use on (02) 4924 0688 or email development.hunter@rms.nsw.gov.au.

regards

Martin Jenkins

Development Assessment Officer
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Chad Beecham

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To: Chad Beecham
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If you require further advice please contact Hunter Land Use on (02) 4924 0688 or email development.hunter@rms.nsw.gov.au.

regards

Martin Jenkins
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Chad Beecham

From: Chad Beecham
Sent: Thursday, 5 May 2016 1:40 PM
To: Marty.JENKINS@rms.nsw.gov.au
Cc: development.hunter@rms.nsw.gov.au; Michael Radovnikovic (Michael.Radovnikovic@rawson.com.au)
Subject: RE: Fern Bay Seaside development - second access to Nelson Bay Road
Attachments: Fern Bay advice 16_058 080416.pdf

Marty,

Further to our meeting held on 24 February 2016 and your below email dated 11 March 2016, we have carried out an intersection analysis of the Nelson Bay Road / Fullerton Cove Road / Seaside Boulevard roundabout at Fern Bay.

The attached intersection analysis by Intersect Traffic was carried out based on our discussions in the abovementioned meeting, where it was queried if the second vehicular access (left in / left out only) on Nelson Bay Road to the service Fern Bay Seaside development was required.

Based on the results of the intersection analysis it has been determined that the existing roundabout on Nelson Bay Road does have the capacity to cater for the full development of Fern Bay Seaside.

We therefore seek RMS's in principle approval to delete the requirement for the second vehicular access (left in / left out only) as currently required by DoP – Project Approval 06_0250 - Condition B5 "Construction of connection to Nelson Bay Road (at Stage 14)". Following receipt of RMS's in principle approval we would intend to request a modification to Consent through DoP.

We note that it is our intention to still provide a road and second vehicular access from Stage 14 to Nelson Bay Road for emergency vehicles only. This road and second access would be constructed along the same alignment as currently shown on the approved Master Plan.

Could you please review the attached report, consider our request for RMS's in principle approval and respond to this email at your earliest opportunity?

If you would like to discuss further or require any additional information please let me know.

Regards

CHAD BEECHAM | PROJECT MANAGER |

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From: JENKINS Marty W [<mailto:Marty.JENKINS@rms.nsw.gov.au>]
Sent: Friday, 11 March 2016 11:47 AM
To: Chad Beecham
Subject: Fern Bay Seaside development - second access to Nelson Bay Road

Chad

I refer to the meeting held on 24 February 2016 to discuss the requirement for a second vehicular access from the subject development to Nelson Bay Road.

I have searched through Roads and Maritime's files relating to the subject development and note the following:

- 4/11/05 – letter from DoP – draft master plan for 947 lot residential subdivision (currently there was an approval for a 208 lot subdivision including a school site). The master plan identified two access points, a roundabout and a left in / left out only access further north. The assumption at that time was that 30% of traffic (at full development) would use this second access.
- A modification to the approved 208 lot subdivision was referred to Roads and Maritime to provide an interim emergency access at the location of the future second access.
- Roads and Maritime's letter to DoP dated 20/01/06 – no objection to proposed master plan – concurs with provision of second access (left in / left out only).
- 18/08/06 – DoP – master plan adopted.
- 28/09/06 – DoP – Roads and Maritime requested to provide key issues and assessment requirements for EIS for 950 lot subdivision.
- 31/11/06 – Roads and Maritime – comprehensive traffic study required.
- 12/06/09 – Roads and Maritime – notes that the footprint of the subject estate is identical to the master plan adopted in August 2006 – Roads and Maritime has no objections or any further requirements – all matters raised in letters dated 20/01/06 and 30/01/06 still apply.
- 7/07/10 – DoP – Project Approval - condition B5 relates to the provision of a left in / left out only access as part of Stage 14.

I can find no further recent correspondence relating to the second access. However, it seems apparent that the provision of a second access has been a part of the proposal from very early on in the process

If you require any further information please contact Hunter Land Use on 4924 0688 or email development.hunter@rms.nsw.gov.au

Regards

Martin Jenkins

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