

The A/Director
Major Project Assessment
Regional Projects
GPO Box 39
SYDNEY NSW 2001

Attention: Mr Mark Schofield

**PROPOSED 50 BERTH MARINA AND ASSOCIATED CAR PARKING. LOT 519 DP
729020, 19 BRISBANE WATER DRIVE, KOOLEWONG, GOSFORD LGA
PART 3A MAJOR PROJECT APPLICATION MP 10_0209**

Dear Mr Schofield,

I refer to your letter dated 23 November 2010 regarding the subject proposal for a 50 berth Marina and associated car parking. The RTA has noted that the proposed development was classified as a Major Project on the 22 November 2010. The project will be assessed under Part 3A of the Environmental Planning and Assessment Act 1979 and the Minister for Planning is the consent authority for this proposal.

In accordance with the *Roads Act 1993*, the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Brisbane Water Drive is a classified road and the RTA is the roads authority for this road. RTA concurrence is required for works and structures in, on, under or over these roads under section 138 of the Act. The RTA is the consent authority for all traffic control signals under section 87 of the Act.

The RTA has reviewed the information provided and has the following additional requirements for inclusion in the Director General's Requirements for the project.

- A traffic impact assessment shall be undertaken in accordance with the RTA's *Guide to Traffic Generating Developments* with particular attention given to:
 1. The adequacy of the proposed parking provision and access requirements. The traffic impact assessment must include surveys of car parking usage for the existing site uses. The RTA understands that the existing uses involve a restaurant and function centre on the ground floor together with office accommodation on the first floor.

Roads and Traffic Authority

2. The traffic impacts of this development on traffic flow and safety on Brisbane Water Drive.

For the intersection of the access location and Brisbane Water Drive an intersection analysis (such as SIDRA) shall be submitted to determine the need for intersection and mid block capacity upgrades. The intersection analysis shall include (but not limited to) the following:

- Current traffic counts and 10 year traffic growth projections.
- With and without development scenarios considered.
- 95th percentile back of queue lengths.
- Delays and level of service on all legs for the relevant intersections.
- Electronic modelling files for RTA review.

3. Identify existing pedestrian and cycling movements and provide and identify measures to mitigate potential conflicts.

4. Identify public transport usage and infrastructure relative to the proposed development.

- No reliance is to be given to on-street parking on the Brisbane Water Drive in the determination of parking needs relating to the proposed development.
- Prepare a Traffic Control Plan by a suitably accredited person to ensure traffic is safely managed during the construction stage of the project.

The developer is to be advised that conditions of consent determined by the Minister do not guarantee the RTA's final consent under the *Roads Act 1993* to the specific roadwork, traffic control facilities and other structures works on the classified road network. In this regard, the developer would be required to enter into a Works Authorisation Deed (WAD) with the RTA to enable works on the classified State road network.

For clarification of any matter, please do not hesitate to contact either Gary Stapleton on 4379 7012 in the first instance, or myself on 4379 7004.

Yours sincerely



Scott Stapleton
Traffic and Safety Manager
Central Coast Office