



11 December 2012

P0719 JWP Moonee Beach Resi Northern Lot Report Ver 02.Doc

**J W Planning**  
**Level 1 Suite13/478 The Esplanade**  
**Warners Bay NSW 2282**

**Attention: Trevor Allen**

Dear Trevor,

**Proposed Residential Subdivision Lot 1, Moonee Beach, Pacific Highway NSW**

Further to your recent e-mail and our discussions, we have completed a site visit in Moonee Beach and reviewed the information you have provided with regard to the proposed residential development at Moonee Beach. The information we have reviewed includes:

- Coffs Harbour DCP (which includes specific details on Moonee Beach and residential road design);
- The Environmental Assessment for the Pacific Highway prepare by Environmental Resource Management (ERM) Australia; and
- June 2012 Court Consent of the collector road to connect between Collector Road through to the subject site and the development land to the immediate north of the subject site.

From our review of the local road network, the works proposed along the Pacific and the future subdivisions proposed in the locality, the following advice is provided with regard to access for the subject residential land:

1. The Pacific Highway upgrade is currently being constructed in the locality of the subject site. This important road upgrade will provide two lanes of travel in both directions with a central median to control right turns. As part of the upgrade, the RMS has reviewed the access points along the length of the highway with regards to limiting the access points. As part of this policy, the intersection of the Pacific Highway and Moonee Beach Road will be upgraded to provide full grade separation of turning movements.
2. At other locations where access is provided, these will be restricted to left in and left out typically and allow for limited access e.g. typically access to a rural property or similar. These access points allow for low traffic flows (typically less than 50 per day) and as such are not suitable for access to large residential developments.
3. As part of the safety measures adapted by the RMS as part of the Pacific Highway upgrade, the RMS is working towards having service roads running parallel to the highway that allow for access to a number of lots that then gain access to the Pacific Highway via appropriate major intersections such as that proposed at Moonee Beach Road.
4. Taking into account the above issues it is, therefore, concluded that an access direct to the Pacific Highway will not be permitted for the subject site.
5. As part of the approval process for the land to the north (The Glades) the RMS granted a temporary connect to the Pacific Highway. This access allowed for all turning movements with a sheltered right turn in and a dedicated right turn out lane. However, this is only a temporary access and the RMS will require that this access is removed once access is available via the local road network to this residential subdivision. It is further considered that the RMS will not permit access for the subject site to also use this temporary access.
6. In line with the Council S94 work and the Land and Environment Court proceedings for the land to the south, a network of local roads is proposed that will allow for future connection to the residential sub divisions proposed in the

locality, including the subject site. This is considered appropriate as access to the Pacific Highway will then be provided via the new grade separated interchange at Moonee Beach Road. This intersection will provide the highest level of road safety for the connection between these two roads and there will be no capacity issues associated with the future operation of this grade separated interchange.

7. A review of the findings from the Court work for The Glades land shows that a connector road is proposed to link with the existing residential roads to the south of the site.
8. A review of the local roads to the immediate south of the site show that Collector Road currently provides a stub that allows for a future road connection (refer Photo One below). Collector Road connects with Estuary Drive to the south which then connects with Moonee Beach Road via a 4-way roundabout controlled intersection.
9. Collector Road and the length of Estuary Drive that connects to Moonee Beach have been built to a local road standard with an overall carriageway width of 8.0 metres and an off road shared path. Other local roads e.g. Tidal Crescent provides an overall width of 5.5 metres with no footpath which are classified by Council as Minor Roads only.
10. Existing traffic flows along Estuary Drive and Collector Road have been observed during both the morning and afternoon peak periods and the flows are reasonably low. The two way flow on Collector Road where it connects with Moonee Beach Road are less than 100 vehicles per hour 2-way.
11. With regard to the RTA Guide to Traffic Generating Developments, the environmental capacity for a road such as Collector Road is given as 500 vehicles per hour two-way. This is the maximum desirable traffic flow on this road but it is not the absolute maximum flow. Again the RTA Guide indicates that the maximum capacity for a single lane is given as 900 vehicles per hour. With the existing traffic flows on this road during the peak periods being less than 100 vehicles per hour, this indicates that this road has capacity for at least 400 additional traffic movements per hour two-way based upon the desirable criteria of 500 vehicles per hour.
12. The RTA Guide to Traffic Generating Developments indicates that the typical peak hour generation rate for a residential subdivision is 0.85 trips per lot per hour. Using this rate, the spare capacity of 400 vehicle movements equates to some 470 residential lots that could potentially be developed off Collector Road.
13. A review of the plans prepared for the residential subdivision on the subject site indicates that there will be in the order of 101 residential lots developed. This is well below the limit of 470 lots identified above and equates to some 86 vehicle movements 2-way during the traditional morning and afternoon peak periods. This shows that the development of this land does not require any upgrade of Collector Road.
14. Similarly, it is considered that the roundabout controlled intersection of Moonee Beach Road and Estuary Drive will have adequate capacity to cater for the additional traffic movements associated with the subject site. It is further considered that the roundabout will have capacity beyond the requirements of the subject site and as such will not require any upgrade over the existing layout.

In summary it can be seen that access to the subject site should be provided via a connection to Collector Road and this connection should be to the same standard as Collector Road i.e. 8.0 metre wide carriageway with an off road shared path. The existing alignment and width of Collector Road and the roundabout controlled intersection Moonee Beach Road with Estuary Drive is considered adequate to cater for the additional traffic movements associated with the subject site as well as The Glades to the north and the residential land release to the south.

Please feel free to contact me directly on 4940 0025 should you have any further queries.

Yours sincerely



**Sean Morgan**  
**Manager – Traffic Engineering**

Attachments

A  
B

Site Photos  
Plan for temporary access to The Glades

## Attachment A – Site Photos



Photo 1 Existing stub on Collector Road (8.0 metres wide) allowing for future access for residential land

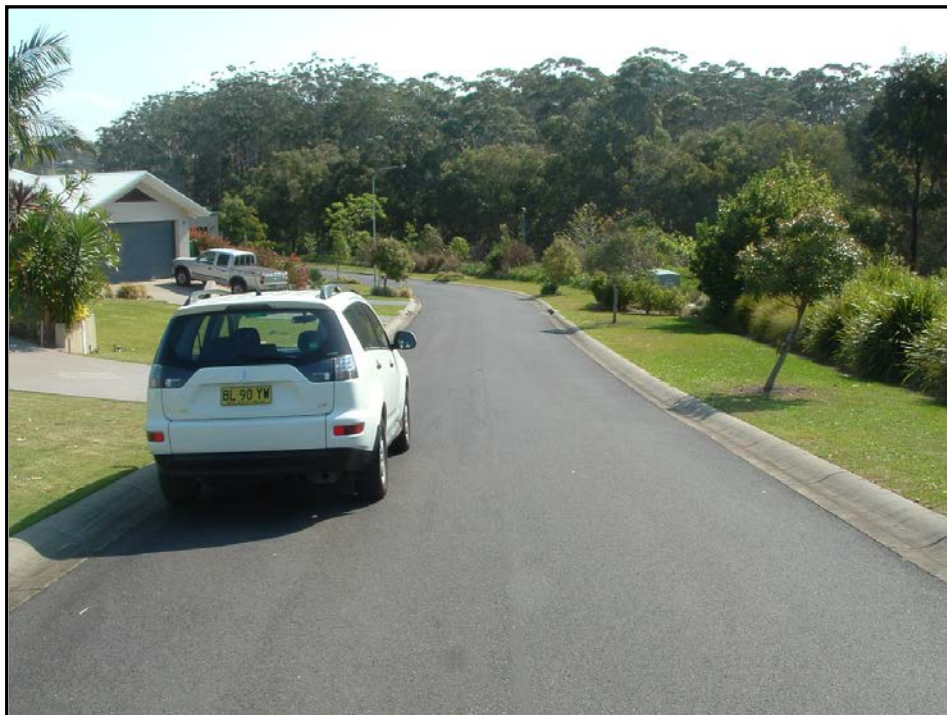


Photo 2 View along Tidal Crescent showing reduced road width (5.5 metres)



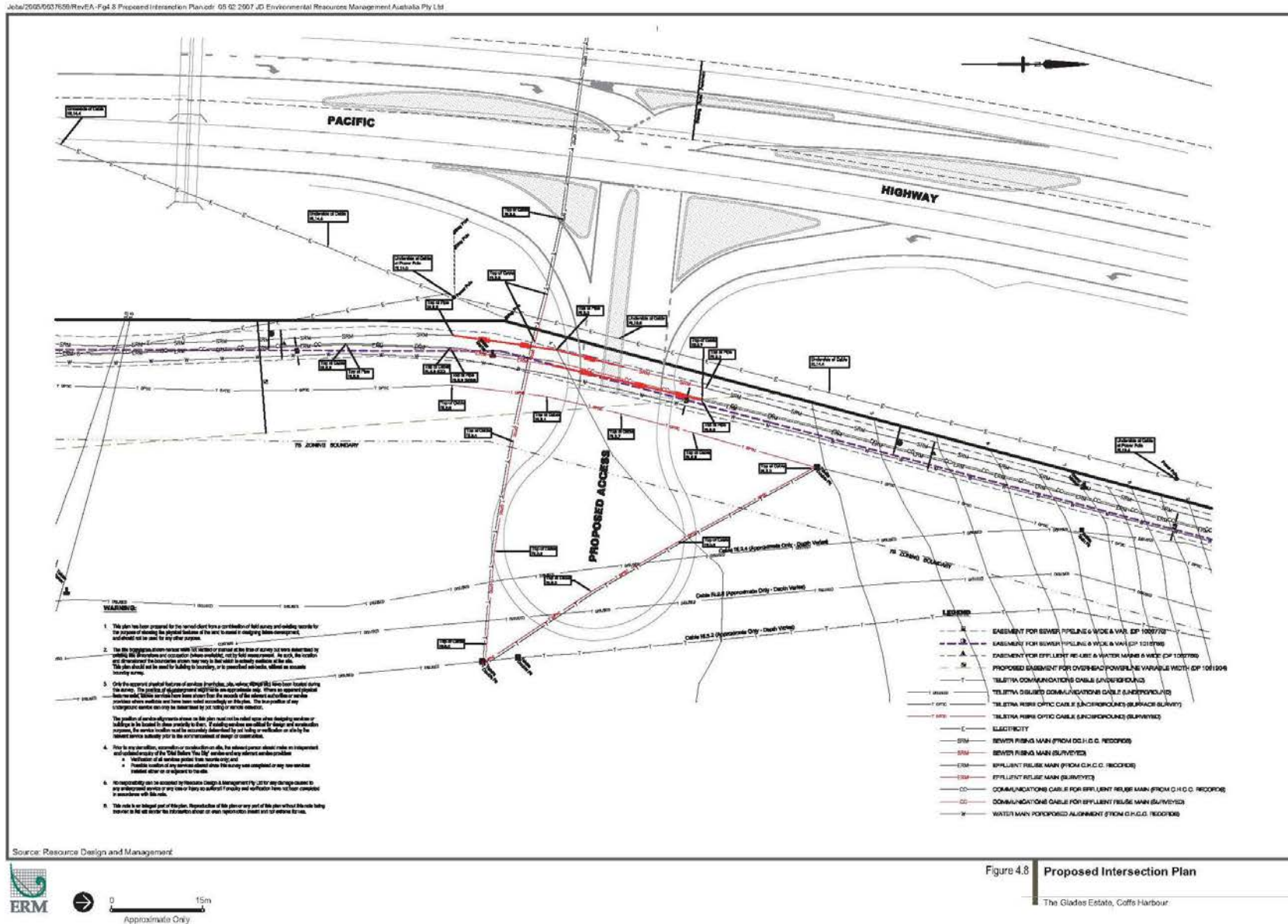


Photo 3 – View along Collector Road showing the cross section. Note off road shared path to left hand side of photo.



Photo 4 – View north showing roundabout controlled intersection of Moonee Beach Road and Estuary Drive

## Attachment B – Plan for temporary access to The Glades





## Attachment C – Pacific Highway upgrades at Moonee Beach Road

