

File No: NTH10/00092

Your Ref: SSD 8981

Team Leader, Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: David Gibson

Dear Sir / Madam,

**HW10 345 Pacific Highway, Coffs Harbour
SSD 8981 – Coffs Harbour Hospital Expansion, Notice of Exhibition**

I refer to your letter of 2 July 2018 requesting comment from Roads and Maritime Services in relation to the abovementioned State Significant Development.

Roads and Maritime has consulted with Coffs Harbour City Council, Urban Engineer (Tim Ruge) and Development Engineer (Josh Roberts) and can confirm the following matters were discussed in finalising this advice;

1. Roads and Maritime is working with Coffs Harbour City Council to develop an Integrated Transport Strategy which will include a network traffic model.
2. Council is considering improvements to the local road network to support network connectivity and improve traffic efficiency, including:
 - a) Geometric modifications for the Phil Hawthorne Drive and Stadium Drive intersection to replace the staggered 'T' arrangement with a 4- way intersection.
 - b) Consideration of a short extension to Phil Hawthorne Drive to provide a connection to Hogbin Drive, which would be a left-in, left out arrangement.

Roads and Maritime can confirm the following statements of fact relevant to our areas of expertise and regulatory powers;

- The key interests for Roads and Maritime are the safety and efficiency of the road network, traffic management, the integrity of infrastructure and the integration of land use and transport.
- Pacific Highway is a classified (State) road (a highway) under the *Roads Act 1993* (Roads Act). Coffs Harbour City Council (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. Roads and Maritime 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 Roads and Maritime. Consent is provided under the terms of a Works Authorisation Deed (WAD).
- In accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) Roads and Maritime is given the opportunity to review and provide comment on the subject development applications as it meets the requirements under Schedule 3.

Roads and Maritime considers that in our technical assessment of the EIS, specifically Appendix F Transport and Accessibility Assessment that the 'baseline' for impact assessment is reasonable and the predictions of impact are robust (and conservative) but it requires further sensitivity testing and network analysis.

Roads and Maritime considers that in our technical assessment of the EIS, specifically Chapter 7.5 Traffic, Access and Parking the proposal does not include all reasonably feasible mitigation options.

The impact assessment is not considered acceptable within the policy context of Roads and Maritime, for the following reasons:

- Sidra summary reports identify reduced efficiency at the Pacific Highway/Isles Drive intersection without identifying any measures to mitigate the effects. Level of Service (LOS) D reduced to LOS E, and LOS F reduced further beyond acceptable operation levels.
- The traffic report states that considerable spare capacity is available to accommodate the proposal due to the Pacific Highway Bypass. This assumption is unsubstantiated.
- Queue length of 437 metres is shown on the 2026 AM through movement summary. The queueing of traffic in the through lane extends beyond the entry points for left and right turn lanes on the Pacific Highway approaches to the Isles Drive intersection. This can cause driver frustration and reduces the efficiency of the intersection.

Roads and Maritime has identified the need for additional work on the traffic impact assessment for the operational phase of the development. This work should be carried out before the determination of the development application.

- Assess the cumulative impacts from this and other developments on adjacent intersections to determine if appropriate levels of service can be achieved or identify appropriate mitigation measures, including potential infrastructure requirements and funding mechanisms.
- Align traffic predictions with the current traffic model produced for the Coffs Harbour Bypass.
- With queues exceeding 400 metres further work is required on the traffic signal phasing at Pacific Highway/Isles Drive intersection to demonstrate better efficiency can be achieved.
- The TIA should consider access for emergency vehicles.

Roads and Maritime has identified the need for additional work prior to the commencement of the construction phase;

- A Traffic Management Plan (TMP) should be prepared for the construction phase.

Roads and Maritime has identified the following area of the project design that could be improved to achieve a better outcome considering the environmental, social and economic impacts;

- Network modelling to properly address the whole of network effects.

Upon determination of the application it would be appreciated if Department of Planning and Environment could forward a copy of the approval for our records. If you have any further enquiries regarding the above comments please do not hesitate to contact John Perkins, Development Assessment Officer on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully



Liz Smith
Manager Land Use Assessment, Northern

Date: 2 August 2018