




Technical Advisory Note

Quality Information			
Project:	North Tuncurry Urban Release Area		
Project Number:	SCT_00362		
Document Name:	Response to Submissions – Traffic and Transport		
Version:	1.0	Date:	7/11/2022
Author:	Andy Yung	Director	
Reviewer:	Jonathan Busch	Associate Director	
Authoriser:	Andy Yung	Director	

Background

The North Tuncurry Urban Renewal Area (NTURA) State-Led Rezoning (the Rezoning Proposal) was publicly exhibited by the Department of Planning and Environment (DPE) between 2 May 2022 and 17 June 2022.

During the public exhibition period, 119 submissions from members of the public were received. Submissions were also received from Midcoast Council (Council), Transport for NSW (TfNSW) and a number of organisations, such as Foster Tuncurry Golf Club,

DPE has requested Landcom to prepare a Response to Submissions (RtS) report, which addresses all submissions from members of the public, interest groups and government agencies. SCT Consulting was engaged by Landcom to prepare the RtS to all traffic and transport related submissions.

TfNSW has advised Landcom that it has developed an Integrated Transport Plan and has offered a copy of its transport model for the area to Landcom. The purpose of accessing the model (prepared in VISSIM) is to review the base modelling assumptions and to understand of any potential implications for the planning of the NTURA site, particularly on the timing and staging upgrade of infrastructure proposed by the project.

This technical memo responds to the additional information sought by:

- Council's Project Team Assessment in relation to the exhibited Rezoning Study's Appendix L – *Traffic Management and Access Plan*.
- Transport for NSW submission.
- Forster Tuncurry Golf Club submission.
- submissions received from members of the public.


Response to RfS

Comments originator	Reference	Category	Comments	Landcom Response
Midcoast Council	L. Traffic Management and Access Plan	Northern Access arrangements	<p>The new access onto The Lakes Way (1.2km north of Chapmans Road) is proposed to be a roundabout. However, The Lakes Way at this location has a speed limit of 100km/h and roundabouts are not allowed on roads with speeds higher than 80km/h.</p> <p>The speed at the roundabout could be reduced to 80km/h if the agreement of TfNSW is provided (given the Lakes Way is a state road). A reduction in speed limit would be best addressed through subsequent stages of design, and more specifically post rezoning when development commences.</p>	<p>Finalisation of the Rezoning Proposal is not contingent on this matter being resolved. As noted in Council's submission, the reduction in speed limit would need to be addressed in consultation with Transport for NSW, post rezoning when development commences.</p> <p>We note that Transport for NSW has also raised concern about the speed environment at the roundabout. We acknowledge that the speed at the roundabout should be reduced to 80km/h.</p> <p>However, if the change in speed limit is not supported by TfNSW, other alternative intersection treatment and layout can be considered for the new access onto Lakes Way at the DA stage.</p>
Midcoast Council	L. Traffic Management and Access Plan	Northern Access arrangements	<p>Furthermore, the intersection is configured with one lane in each direction to match the proposed upgrades identified in Council's Forster District Development Contributions Plan (still titled as a Section 94 Plan on Council's website but construed to be a Section 7.11 Contributions Plan in line with amendments to the Environmental Planning and Assessment Act, 1979 and herein referred to as the Contribution Plan (Section 94).</p> <p>Note: the Contributions Plan refers to The Lakes Way as Tuncurry Road.</p> <p>Council's existing Contributions Plan (Section 94) indicates that the duplication of The Lakes Way is only proposed from between 250 metres north of Chapmans Road and Grey Gum Road. As such, The Lakes Way is modelled with one lane in each direction 250m north of Chapmans Road and the TMAP adopts the design assumed by Council's existing Contributions Plan.</p> <p>In addition, the midblock has been assessed based on the 1,200 vph as it is anticipated the speed would be 100km/h at the midblock location, noting that the speed would only reduce to 80km/h closer to the roundabout. In any case, the intersection capacity and performance are based on SIDRA modelling. As such, the performance of this roundabout is not dependent on speed.</p>	<p>The TMAP prepared by AECOM has assumed, based on Council's existing Contributions Plan (Section 94 – now 7.11), that the duplication of The Lakes Way is only proposed from between 250 metres north of Chapmans Road and Grey Gum Road. As such, The Lakes Way is modelled with one lane in each direction 250m north of Chapmans Road.</p> <p>However, as Council has pointed out, the AECOM TMAP (Table 28) showed that the forecast traffic volumes in 2050 at The Lakes Way (between the northern access road and Chapmans Road) will exceed the single lane capacity of 1,200 vph in the southbound direction in the AM peak and in the northbound direction in the PM peak, as a result of NTURA.</p> <p>Hence, The Lakes Way between the northern access road and Chapmans Road should be duplicated in its ultimate form at the completion of NTURA. It is estimated that this section of The Lakes Way could be required to be duplicated at the release of approximately 1,750 dwellings. As the widening is required both as a result of background growth and NTURA, it is recommended Council amend the S7.11 Contributions Plan to include the longer route and intersection upgrade.</p>

Comments originator	Reference	Category	Comments	Landcom Response
			<p>The Lakes Way is to be considered for two lanes each way between the new northern access and Chapmans Road to maximise capacity and flow along this section. The report is assuming 100km/h capacity (1,200) but as the speed limit will have to be reduced for the roundabout then the capacity will be reduced creating delays on the (existing) single lane road.</p> <p>The existing traffic signals at The Northern Parkway also create queues for southbound traffic into Tuncurry during the morning peak and the queue can be a significant distance north of the Chapmans Road intersection. The installation of a two lane carriageway southbound will provide additional storage from the northern access should it be needed.</p>	<p>Since The Lakes Way between the northern access road and Chapmans Road will be duplicated in its ultimate form, the proposed roundabout at the new northern access should be a dual lane roundabout.</p> <p>The SIDRA model of the northern access road / The Lakes Way prepared by AECOM was based on a single lane roundabout and it was forecast to perform at LoS A. Hence it is expected that the 2050 peak hour intersection performance still operates at LoS A, when the roundabout is proposed to be upgraded to a dual-lane roundabout.</p> <p>The duplication of The Lakes Way between the northern access road and 250m north of Chapmans Road and the upgrade of the northern access road / The Lakes Way as a dual lane roundabout will be included in the Voluntary Planning Agreement (VPA) that would be entered into by Landcom (or a future developer) with relevant State agencies and Midcoast Council in order to ensure that the local and regional infrastructure needs of the future North Tuncurry population are adequately met.</p>
Midcoast Council	L. Traffic Management and Access Plan	Southern Access arrangements	<p>The NTURA proposal nominates The Lakes Way/New access road intersection, located approximately 1.2km north of Chapmans Road, as the primary access point into the site. This access point would connect to the north-west of the site and is proposed to provide the most direct route for those within the site to travel north to connect to the Pacific Highway and beyond.</p> <p>However, the document also states that “The majority of NTURA residents wishing to access Manning Street, Forster and areas to the south are not expected to use the Beach Street access. This is evidenced by Council’s Contributions Plan which forecasts a 2027 opening date, suggesting that this is not a strong path of travel. The extension is proposed primarily to facilitate staging and provide permeability.”</p> <p>The TMAP assessment of the future scenarios also “indicates there is good network performance along The Lakes Way to accommodate future traffic movements from the NTURA and there is currently spare capacity on Beach Street during typical weekday peak hours”.</p> <p>The applicant cannot make the statement that roads east of Manning Street have “spare capacity” while also</p>	<p>We propose that traffic along Beach Street should be monitored and assessed with and without the NTURA proposal in each of the subsequent subdivision development application traffic impact assessment. This would enable timely and appropriate actions to be taken to address the impact of additional traffic through these areas, i.e. staged traffic calming plan, that will ensure the amenity of the area is not reduced by the additional traffic from North Tuncurry.</p>

Comments originator	Reference	Category	Comments	Landcom Response
			<p>acknowledging that the additional traffic will have a negative effect on the residents and businesses, without any plan to address these impacts.</p> <p>Therefore, while the statement is acceptable in assessing pure traffic volumes it will be important to assess the traffic impacts of each stage of the development's release as additional vehicles are generated from North Tuncurry.</p> <p>This would enable timely and appropriate actions to be taken to address the impact of additional traffic through these areas, i.e. staged traffic calming plan, that will ensure the amenity of the area is not reduced by the additional traffic from North Tuncurry.</p>	
Midcoast Council	L. Traffic Management and Access Plan	Other comments	<p>Section 6.2.2 of the TMAP (street hierarchy in the proposed development section) has been revised to acknowledge the future need to install traffic calming measures along the north-south road to reduce speeds.</p> <p>Examples of measures that could be delivered during construction include speed cushions, speed humps, narrowing traffic lanes and kerb extensions, noting that any devices proposed for this route must be bus friendly as it is also an identified bus route. These initiatives are all matters of detail that would be best addressed as part of future development applications, however there is nothing at this stage of the rezoning proposal to preclude those initiatives from being implemented.</p> <p>The proposed infrastructure upgrades listed in Section 10.1 Conclusions and recommendations, Paragraph 4 are supported and should be installed well before the NTDP traffic as an effect on the existing road network.</p>	Noted.
Transport for NSW	Letter dated 24/06/2022	General	<p>TfNSW 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.</p>	Noted.
Transport for NSW	Letter dated 24/06/2022	General	<p>The Lakes Way, Manning Street & Wallis Lake Bridge (MR692) are classified (State) roads.</p> <p>Council is the roads authority for these roads and all other public roads in the area, in accordance with Section 7 of the Roads Act 1993.</p>	Noted.

Comments originator	Reference	Category	Comments	Landcom Response
Transport for NSW	Letter dated 24/06/2022	Infrastructure funding	During the pre-exhibition consultation period, TfNSW provided comment on the funding mechanisms within Council's Section 7.11 Developer Contributions Plan (including substantial shortfall in funding for the Wallis Lake Bridge duplication), the proposed northern access intersection and other road/intersection capacity issues. These comments still apply.	<p>The amendment of the Section 7.11 Contributions Plan to capture the construction cost of bridge duplication is a matter for Council and TfNSW to resolve.</p> <p>There is currently no Special Infrastructure Contribution in place for the MidCoast LGA that could contribute to funding of the bridge duplication.</p> <p>Notwithstanding this, as outlined in Section 5.3 of the Rezoning Study, Landcom expects future development applications would be conditioned to contribute to the provision of State infrastructure via Clause 6.1 of the Great Lakes LEP which makes provision for satisfactory arrangements. Landcom could therefore contribute proportional funding to the bridge's future duplication.</p>
Transport for NSW	Letter dated 24/06/2022	Infrastructure funding	<p>The submitted Rezoning Study (page 3) states that The Transport Management and Accessibility Plan accompanying the Study has modelled traffic generation with and without the NTURA. The Transport Management and Accessibility Plan concludes that the NTURA is not required to provide additional or other road upgrade works if the upgrades and new road infrastructure works identified and planned for by Council are implemented along with construction by Landcom of a new roundabout at the NTURA Site's proposed northern access.</p> <p>Concern is again raised with the above assumption noting adequate funds appear not to be available within Council's Section 7.11 Developer Contributions Plan and TfNSW currently has no funding for the identified upgrades along the State road network.</p>	<p>In addition to the infrastructure upgrades listed in Section 10.1 of the TMAP, we can confirm The Lakes Way between 250m north of Chapmans Road and the new northern access also needs to be duplicated and the roundabout at the new northern access road also needs to be a dual-lane roundabout.</p> <p>As the widening is required both as a result of background growth and NTURA, it is recommended the Section 7.11 Contributions Plan be amended to include the longer route and intersection upgrade.</p> <p>Landcom has committed through the VPA negotiations to delivering the new Lakes Way/Northern Access Road intersection as works in kind during the relevant stage.</p>
Transport for NSW	Letter dated 24/06/2022	Infrastructure funding	Based on the information provided it appears ~600-800 lots could potentially be released prior to bridge and road duplication however further analysis is needed to better understand staging/upgrade requirements to the bridge or the Grandis/Northern Parkway intersection. Any planning agreement should identify appropriate staging and either hold points or Works in Kind (WIK) to mitigate the impact of the development on the classified (State) road network.	Landcom will review and consider any information available from the model for planning this location in parallel with finalisation. The upgrades identified in the TMAP are adequate to meet the needs of the uplift and no further modelling is required to determine upgrades or to inform finalisation of the Rezoning Proposal.
Transport for NSW	Letter dated 24/06/2022	Infrastructure upgrades	Modelling for the proposed new roundabout on Lakes Way 1.2km north of Chapmans Road identifies a single land roundabout operates with minimal queuing and	Midcoast Council has also raised concern about the speed environment at the roundabout.

Comments originator	Reference	Category	Comments	Landcom Response
			<p>delays for total development (assumed 2050) however TfNSW has concerns related to the safe operation of a roundabout in this location due to the 100km/h speed environment. It is unclear if Landcom has given further consideration to this matter.</p>	<p>We acknowledged that the speed at the roundabout should be reduced to 80km/h.</p> <p>We propose the reduction in speed limit will be addressed in consultation with Transport for NSW, post rezoning when development commences.</p> <p>Finalisation of the Rezoning Proposal is not contingent on this matter being resolved.</p>
<p>Transport for NSW</p>	<p>Letter dated 24/06/2022</p>	<p>Infrastructure upgrades</p>	<p>Additional opportunities should be explored with regard to providing active transport facilities through the URA connecting to the south.</p>	<p>Two links are identified in Figure 24 of the TMAP, which would be delivered as part of future development applications for the relevant stages. These align with key destinations (local bowling club and sports fields). The eastern connection provides connectivity parallel to the foreshore, joining into an existing foreshore shared path.</p> <p>The only other possibility of a southern active transport connection would be in the yellow circle below:</p>  <p>This link would require use of a utility corridor for a footpath and does not link any key attractions. It is also isolated and would likely have safety risks with no passive surveillance and impact on the privacy of houses at the southern connection point. It is accordingly not recommended to add any further active transport links as those proposed join the key trip attractors.</p>
<p>Transport for NSW</p>	<p>Letter dated 24/06/2022</p>	<p>Traffic modelling</p>	<p>Recent advice from Landcom of their desire to collaborate with TfNSW to resolve the issues raised above is appreciated. TfNSW is currently preparing a Deed to enable the sharing of TfNSW base model to assist the</p>	<p>Landcom will review and consider any information available from the model for planning this location in parallel with finalisation. The upgrades identified in the TMAP are adequate to meet the needs of the uplift and no</p>

Comments originator	Reference	Category	Comments	Landcom Response
			<p>developer in modelling additional staging scenarios. The model includes the CBD and the bridge but does not extend to Grandis/Northern Parkway intersection.</p>	<p>further modelling is required to determine upgrades prior to finalisation of the Rezoning Proposal.</p>
<p>Forster Tuncurry Golf Club</p>		<p>Access</p>	<p>We understand that the development will occur in stages. We would like a commitment that there will be continuous suitable access for visitors wishing to attend the club throughout the whole development. We rely on the access for income, for tourism and for state and international events. The facility is not for profit and cannot make ends meet if its income is restricted. We also use the facility to help raise money for other not for profits and so this will have a knock-on effect to the wider community.</p>	<p>Given there is a current access to the Golf Club from The Northern Parkway, Landcom will ensure that alternative temporary or permanent access between The Northern Parkway and the Golf Club is provided if the current access is to be removed / replaced.</p> <p>There is no intention for access to the Club to be terminated.</p>