

15 June 2023

File No: NTH23/00251/01
Your Ref: PP-2021-5416 - RZ/2/2021

Chief Executive Officer
Central Coast Council
PO Box 20
WYONG NSW 2259

Attention: Lynda Hirst

WYONG ROAD (MR 335): AMENDMENTS TO THE CENTRAL COAST LEP 2022 TO FACILITATE RESIDENTIAL, EMPLOYMENT & RECREATIONAL OUTCOMES AT LOT: 2 DP 1056960 & LOT: 3 DP: 1084221, 68 TONKISS STREET & 60 WYONG ROAD, TUGGERAH

I refer to the abovementioned Planning Proposal referred to Transport for NSW (TfNSW) on 18 May 2023 seeking agency consultation in accordance with the gateway determination (PP-2021-5416) dated 19 December 2022.

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.

TfNSW is the roads authority for the Pacific Motorway (M1), a declared Freeway and a classified State Road. Council is the roads authority for the Wyong Road (MR 335), a state classified road and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

Proposed amendment

It is understood the planning proposal seeks to amend the *Central Coast Local Environmental Plan 2022* to rezone the site from RU6 Transition to R1 General Residential. The proposal will retain the existing C2 Environmental Conservation zone and B4 Mixed Use zone with a minor realignment of the B4 zone boundary. The proposal will also introduce FSR and height controls for the B4 land, remove the minimum lot size for the R1 land and create a new urban release area.

It is anticipated that the Tuggerah Gateway Site will result in the creation of 2,177 new dwellings and 275 new jobs.

TfNSW Response & Requirements

TfNSW supports the progression of the Planning Proposal provided the following recommendations are addressed:

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- Prior to the lodgement of any future development application, the property developer is required to undertake further traffic impact assessment to ascertain potential impacts to the surrounding road network and identify mitigation measures relevant to any proposed staging. Please refer to Appendix A which contains the scope for required traffic modelling.
- The proposal relies on access arrangements outlined in the executed planning agreement between the Minister for Planning, Scentre Limited and Orta Pty Ltd (SVPA-2015-7260) to support the proposed land use changes. Upon understanding the outcomes of required traffic modelling, the VPA will need to be amended to reflect the recommended additional infrastructure improvements that support the ultimate development scenario.
- Further reliance on the existing footbridge for pedestrians and cyclists (as shown in Figure 3 of the Draft DCP) to support active transport linkages to Tuggerah train station is not supported based on the current condition of this infrastructure. The developer is required to resolve ongoing maintenance issues/responsibilities in consultation with Council & TfNSW.
- A bespoke 'shuttle' service is not supported as the locality is already well serviced by existing bus routes. An extension to the services currently operating between Westfield and Mardi via the development would be preferable. The developer is encouraged to further liaise with Community Transport providers to establish services for the independent living units upon occupation.
- TfNSW raises concerns with the suitability of the current public transport routes proposed. A suggested alternate to ensure viable routes is for buses operating between Westfield and Mardi to be diverted via Tonkiss Street, then routed along the east-west 'collector' road to and from Tonkiss Street and utilise bus stops on this road.
- The Draft DCP *Chapter 4.7 - Tuggerah Regional City* should be amended in order to address the following:

Acoustic treatment

The assumptions and recommendations provided in the acoustic report prepared by EMM Consulting to mitigate road noise from the M1 on future adjoining dwellings should be reflected in Council's controls, particularly in relation to 'Parcel 5' such as:

- The provision of an 8m wide laneway to the western boundary
- A minimum 12 m boundary setback for future terraces
- Recommended in-principle treatments for future terrace housing such as acoustic insulation, concrete roof construction, double glazed windows etc.

In order to mitigate road noise to future residential development, the provision of noise barriers would be the preferred acoustic treatment for TfNSW and future residents as they allow for better external amenity and reduce at-property treatments.

Council must therefore be satisfied that the recommendations in the accompanying acoustic report are suitable from a residential amenity perspective (noting natural ventilation requirements under the BCA & implications for BASIX certification) and consider whether the developer is responsible for providing some onsite noise attenuation measures (such as the provision of the acoustic boundary fencing).

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It is noted that where future noise barriers are required, the acoustic treatment shall be located on private land, not within the freeway corridor as declared under the *Roads Act 1993*, at full cost to the developer.

Staging Schedule

The indicative staging schedule contained in Figure 17 of the Pre-Gateway Transport Assessment prepared by Ason Group is to be included.

Public Transport

The masterplan is to be designed in accordance with the Guidelines for Bus Capable Infrastructure in Greenfield Sites.

Reference should also be made to future bus stops being fully compliant with Disability Standards for Accessible Public Transport (DSAPT) and TfNSW requirements.

Street Network

It is noted that under the given road hierarchy, only 'Collector' roads will be capable of supporting bus traffic. Figure 2 *Public Transport Network* may therefore need to be modified so that the future bus route in Area A loops back onto the proposed collector road after making a turn at the centrally located roundabout.

Stormwater management

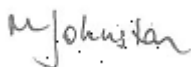
The DCP should reference that changes to the existing drainage system/pattern should not impact stormwater drainage from M1 Motorway.

Restricted access

Appropriate safety arrangements such as non-scalable fencing must be made along western boundary along the M1 Motorway to avoid access to the top of the cliff.

Should you require further information please contact Holly Taylor, Development Services Case Officer, on 1300 207 783 or 0499 313 670 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully



Marg Johnston
Team Leader Development Services
North Region | Community & Place
Regional & Outer Metropolitan

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Appendix A – Scope for required traffic modelling

- A microsimulation model (prepared in accordance with TfNSW’s base model) is required to assess the impacts of the development on the broader network, including the Pacific Motorway interchange and the intersection of the Pacific Highway and Wyong Road.
- The LI/LO access on Wyong Road will need to be modelled to ensure it will operate safely. If the proposed intersection does not perform well, consideration should be given to limiting it to left in only.
- The proposed Tonkiss Street signalised intersection will need to be modelled to demonstrate what configuration will be adopted and to ensure it will operate safely.
- For the intersection of Wyong Road and Tonkiss Street, it is recommended that a strategic design of the configuration is developed, to demonstrate how this upgrade would be constructed and any potential conflicts with the shopping centre and the left in/left out access.

The TIA assumed three (3) through lanes in each direction along with dual right turns into and out of Tonkiss Street at this intersection. While the length of the third lane is not provided, it is assumed to be minimum 200 metres plus tapers on approaches and departures. For the westbound departure, it is suggested the third lane tie into the left turn lane at the Pacific Motorway interchange.

It is noted that left turn slip lanes must be signalised to support the proposed cycle path connection to Anzac Road.

- As the supporting TIA has not suggested any timing for road upgrades, it is assumed the Wyong Road/ Tonkiss Street intersection will be upgraded prior to any development occurring on site. Should the developer wish to model other development scenarios to identify the timing of required infrastructure upgrades more accurately, sensitivity testing should be provided for TfNSW’s review.
- The proposed cycle path on Wyong Road should connect the development to Anzac Road.
- High quality active transport connections between the development and the shopping centre should be provided.

----- end of Appendix A -----

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