Intersection upgrade
Central Coast Highway and Brisbane Water Drive/
Manns Road
Review of environmental factors
Volume One
July 2010
Roads and Traffic Authority

HW30 Central Coast Highway and MR349 Brisbane Water Drive/Manns Road intersection upgrade

Review of environmental factors
July 2010
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Executive summary

The proposal

The Roads and Traffic Authority, NSW (RTA) proposes to upgrade the intersection of HW30 Central Coast Highway, MR349 Brisbane Water Drive and Manns Road.

The main feature of the proposal is the realignment of the Central Coast Highway, Brisbane Water Drive and Manns Road to form an at-grade four-leg signalised intersection. Additionally, the upgrade of three intersections on Manns Road, two on Brisbane Water Drive, a new road link from Grieve Close to Gonaro Road and an upgrade to the Corumbene Road, Jusfrute Drive, Henry Kendall Street and Gonaro Road intersection have also been included in the proposal.

Need for the proposal

The existing intersection on Central Coast Highway comprises two offset T-junctions at Manns Road and Brisbane Water Drive. In 2002, short-term improvements were implemented to reduce congestion at this intersection. However, the complex movements associated with the existing intersection arrangement, coupled with ongoing development growth in the area have resulted in increased pressure on the performance of the intersection/s. The intersection/s currently is at capacity and during peak demand periods performs poorly. Future growth within the area and associated predicted increases in traffic numbers would only continue to add pressure and decrease the performance of the intersection/s further.

The proposal is required to improve traffic flow, reduce congestion and improve safety for all road users.

Options considered

The options considered during the concept design were divided into the main intersection options and access options. With regard to the main intersection at-grade (ie ground level), part grade separation and future grade separation options were considered. The at-grade cross intersection was identified as the preferred main intersection option after the displayed period in 2008.

Eighteen options were also considered for accessing the adjoining land use areas. Of the 18 access options considered, seven were developed further, with two access options short-listed. As a consequence of this process ‘Access option 5 – Grieve Close’ was identified as the preferred access option.

The at-grade intersection upgrade and Access option 5 - Grieve Close form the proposal, which is assessed as part of this Review of Environmental Factors (REF).
Statutory and planning framework

Clause 94 of State Environmental Planning Policy (Infrastructure) 2007 permits development on any land for the purpose of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent. For the purposes of these works, the RTA is the proponent and the determining authority under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act). Development consent from Gosford City Council is not required.

Community and stakeholder consultation

Consultation has been undertaken with government agencies including Gosford City Council and the community. The consultation process has included information sessions, public displays, letter box drops, door knocks, meetings with interested groups and business owners and workshops. This process assisted in the development of the proposal.

Environmental impacts

A range of potential environmental impacts have been identified within the REF. Positive impacts are associated with improved traffic flow and safety, which would be experienced by motorists and local residents.

The proposal would have relatively low impact on biophysical factors, such as flora and fauna, flooding, and water quality. Potential impacts on Aboriginal and non-Aboriginal heritage were also considered to be minimal. There may also be some negative social impacts as a result of property acquisition and the displacement of some residents.

Some residences would experience increased traffic related noise impacts during the operation of the proposed upgrade. Nuisance impacts, such as noise, dust, traffic delays and disruption to existing access arrangements would also occur during the construction period.

Justification and conclusion

The proposal is necessary to improve the traffic and safety conditions for all road users of the intersection. The current intersection/s are operating at capacity and the upgrade would provide for improved traffic flow to accommodate traffic growth for the next 20 years.

The development of the proposal has involved an extensive process of design development, assessment, consultation and evaluation to achieve an outcome with the most benefit and least impact. This assessment has found that while there may be impacts as a result of the proposed works, they are not considered to be of a significant nature or extent as to be regarded as unacceptable. Various safeguards have been identified that would serve to ameliorate potential impacts to an acceptable level.

Display of the review of environmental factors

This review of environmental factors is on display for comment from 6 July 2010 for a minimum period of 30 days. The documents can be accessed in the following ways:
Internet
The documents will be available as PDF files on the RTA website at http://www.rta.nsw.gov.au/.

Display
The review documents can be viewed at the following locations:

- Motor Registry, Shops 11 and 12 Park Plaza, Cnr William St and Henry Parry Dr, Gosford.
- Erina Motor Registry, Karalta Lane, Erina.
- Woy Woy Motor Registry, 39 Victoria Road, Woy Woy.
- RTA Central Coast Office, Upper level The Pavilion, 29 George Street, Woy Woy *.

Purchase
The review documents are available for purchase in hard copy ($25.00) or CD ($10.00) at locations marked with * above or by contacting the project team on 1800 115 418.

How can I make a submission?
To make a submission on the proposal, please send your written comments to:

RTA Project Manager
West Gosford intersection upgrade
RTA Central Coast Office
PO Box 766
Woy Woy NSW 2256

Privacy information
All information included in submissions is collected for the sole purpose of assisting in the assessment of this proposal. The information may be used during the environmental impact assessment process by relevant RTA staff and its contractors.

Where the respondent indicates at the time of supply of information that their submission should be kept confidential, the RTA will attempt to keep it confidential. However there may be legislative or legal justification for the release of the information, for example under the Freedom of Information Act 1989 or under subpoena or statutory instrument.

The supply of this information is voluntary. Each respondent has free access at all times to the information provided by that respondent but not to any identifying information provided by other respondents if a respondent has indicated that the representation should be kept confidential.

Any respondent may make a correction to the information that they have provided by writing to the same address the submission was sent.
The information will be held by the Roads and Traffic Authority, RTA Central Coast Office, Upper Level, The Pavilion, 29-37 George Street (PO Box 766) Woy Woy 2256.

What happens next?
Following the submissions period, the RTA will collate submissions. Acknowledgement letters will be sent to each respondent. The details of submission authors will be retained and authors will be subsequently advised when project information is released.

After consideration of community comments the RTA will determine whether the proposal should proceed as proposed, or whether any alterations to the proposal are necessary. The community will be kept informed regarding this RTA determination.

If the proposal is approved, the RTA proceeds with final design and tenders will be called for construction of the project.

If you have any queries, please contact the RTA project team on 1800 115 418.
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