

Doug Darlington

From: Doug Darlington
Sent: Tuesday, 9 February 2010 10:31 AM
To: Anne Rowland; 'Jeremy Holderness'; jmillard@mingara.com.au; Narelle and Charles Harvey; Valda and Ross McKendrick; 'Vivienne Scott'
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Subject: CENTRAL COAST HIGHWAY THROUGH LONG JETTY - CONCEPT DISCUSSION DOCUMENT UPDATE

Hi All

I meet with RTA's Craig Lekie and Glen Weymer yesterday and presented my thoughts on what intersections needed turning bays and the appropriate treatment. They informed me that they were starting their investigations into the concept design now. (Extra survey, utility search, et cetera.) and that by the end of the year they hope to have a draft concept for comment. Remember the Concept Design is only being prepared for planning purposes and that there is no funding for construction, nor is there likely to be any in the foreseeable future.

Glen thought that September, 2010, would be a good time to have a meeting with the Precinct Committee.

While my discussion document addressed the treatments needed at intersections the proposal assumed that the existing road width would remain for much of the length. The existing road is 12.8m between kerbs. (i.e. the old imperial 1 chain (66 feet) wide road reserve with 12 foot footpaths and 42 foot carriageway.)

However now that The Entrance Road is a State Highway it will probably require a much higher standard of design. The RTA is currently upgrading the Central Coast Highway between Carlton Road and Ocean View Drive. The Highway through Long Jetty may have to be built to a similar standard.

This means that the cross section may have to be much wider and impact more property for whole length. Among the criteria that will have to be considered is the requirements of Traffic Control Signal Design. If a median signal post that has turning arrows display at least a 1.8m wide median is required. A design cross section could look like this:



* plus curve widening where required

This gives a total width of Carriageway for sections of the Highway say between Pacific Street and Toowoan Bay Road in excess of 21.3m. This means widening by a 8.5m plus, probably on the eastern side, resulting in a future need for total acquisition.



The whole carriageway will require reconstruction from kerb to kerb. One advantage of the widening will allow sufficient width to stage the construction without closing down one carriageway completely.

I still believe that the Long Jetty Master Planning should abandon the proposal to rezone retail on the western side of the Highway in the flood affected Tuggerah Parade. The possible need to do total acquisition on the eastern side should see this side zoned for retail expansion with an extension of Fraser Road to Pacific Street.

Elsewhere where there is no turn bays, and a min 0.6m median, a 16.6m carriageway is required resulting in a need to widen by about 4m.

I am concerned that development, such as the national Broadband roll out that will lay fibre optics along the Highway will end any chance of the future widening of The Highway, if planning is not put in place now to protect the road corridor.

Regards
Doug

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