

85RZ17; 3
11/388, 11/390, 11/391
BK



Director, Strategic Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Natalie Mitchell

**WINE COUNTRY DRIVE (MR220): HUNTLEE NEW TOWN STAGE 1 PROJECT
APPLICATION EXHIBITION**

Dear Ms Mitchell,

I refer to your letters dated 15 March 2011 (Your reference: Huntlee New Town Stage 1 Subdivision) and your email of 16 March 2011 regarding the subject project application, referred to the Roads and Traffic Authority (RTA) for comment. I also refer to the RTA's response to the State Significant Site exhibition dated 29 October 2010.

RTA Responsibilities and Obligations

The RTA's primary interests are in the road network, traffic and broader transport issues, particularly in relation to the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Wine Country Drive (MR220) is a classified (State) road. RTA concurrence is required for connections to this road with Council consent, under section 138 of the Act. The Hunter Expressway, due for completion in 2013 / 2014, will be classified as a freeway. RTA consent is required for connections to this road under Section 70 of the Roads Act. Council is the roads authority for all public roads in the area, except the Hunter Expressway.

RTA Response and Requirements

- As stated in *State Environmental Planning Policy (Major Development) Amendment (Huntlee New Town Site) 2010* Clause 20 (2), the developer is required to enter into a Voluntary Planning Agreement (VPA) for contributions towards designated State public infrastructure (State roads) prior to any subdivision approval on the subject site. Until such an agreement is executed, satisfactory arrangements consistent with the SEPP (Major Development) have not been established for State public infrastructure. Consistent with the infrastructure requirements previously considered for the proposal and other land use developments identified in the Lower Hunter Regional Strategy, the RTA requires the following for inclusion in the VPA, as minimum:

Roads and Traffic Authority

59 Darby Street Newcastle NSW 2300
Locked Bag 30 Newcastle NSW 2300 DX7813
www.rta.nsw.gov.au

- Broader cash contributions to State road infrastructure consistent with other land use developments, where contributions have been determined.
- Alternatively, works-in-kind on the State road network to be determined in lieu of a cash contribution. These contributions / works-in-kind to State road infrastructure do not include any direct access / connection requirements for the development and will be negotiated prior to any approval to the subdivision of the land. A clause should be included in the VPA which allows for negotiation with the RTA for these works-in-kind.
- An agreement should be established over the subject land which requires a traffic study to be provided at for the total development and each stage of the development, to the satisfaction of the RTA. This agreement would cover the various aspects of the developer's contributions to State road infrastructure, outline the requirements of the traffic study for the total development and at each stage of development and a staged implementation plan.

Notwithstanding the above, the RTA has reviewed the Transport Management and Accessibility Plan (TMAP) / Traffic Impact Statement (TIS) and considers that these reports are inadequate in addressing road and traffic issues. The RTA requires a comprehensive traffic / transport study for the total development that includes, but is not limited to, the following information to enable an appropriate assessment of the project application:

Development Staging

- Detailed information on the staging of the proposed development shall be provided within the context of the total development. This shall include trip generation and distribution, analysis and required infrastructure works for each stage.

Comment: No information has been provided in relation to the types of land uses expected in the employment lands.

Trip Generation

- The trip generation for the proposed development has not been provided. The study shall include detailed information regarding the expected trip generation for each land use proposed, and for each stage up to and including the total development.
- The trip generation rates used for the employment lands shall be in accordance with the rates specified in the RTA *Guide to Traffic Generating Developments*, or as previously stated by the RTA. No reduction for assumed mode split changes will be permitted.
- The TMAP / TIS have suggested that up to 50% of the trips generated by the site will be contained within the site. The reports also suggest that there will be a mode shift away from car dependency at the site. As these assumptions are a significant shift from the RTA's *Guide to Traffic Generating Developments* stronger justification is required – the current assumptions are considered to be unrealistic and therefore unacceptable to the RTA. A maximum of 25% of the trips generated will be assumed to be internal trips, which is consistent with the RTA's *Guide to Traffic Generating Developments*. Also, the 25% containment of trips would only likely occur in the latter stages of the development; the initial stages of the development shall assume that no containment will occur. No discount shall be applied to the trip generation of the site on the assumption of a modal split in the future.

- While it is acknowledged that the containment of residential trips will result in a reduction in the trips generated by the employment lands, it is expected this will be at a lower rate.
- A proportion of the internal trips will cross Wine Country Drive as development will occur on both sides of the road. These trips shall be included in the analysis of the proposed accesses to the site and any intersections with Wine Country Drive.
- No trip containment for the two large lot residential areas will be permitted.
- It is requested that the predicted traffic flows (intersections and mid-block) are shown diagrammatically for each stage of the proposed development.

Trip Distribution

- The TIS shall include the trip distribution pattern adopted for the proposed development.

Growth Rate

- The traffic assessment shall allow for growth in traffic flows to analyse future scenarios. The growth rate shall be based on historic data and / or information provided by the RTA in the form of the Lower Hunter Traffic Model, which includes the re-distribution of traffic flows as a result of the Hunter Expressway.

Proposed Accesses / Intersections

- There is significant conflicting information regarding the number, type and staging of accesses / intersections to the site for Stage I and the full development. This information shall be reviewed and a consistent proposal regarding access / intersections to the development shall be provided. Strategic concept plans of all proposed accesses intersections connecting to the State road network shall be submitted to the RTA for review.
- Preliminary concept plans of any works proposed in connecting to or on State roads shall be provided for RTA review and acceptance.
- There appears to be no vehicular access to the proposed recreational facility on the corner of Wine Country Drive and the Hunter Expressway link road. Concerns are raised about potential parking and congestion issues on State roads due to its current location. It is recommended the facility is relocated to a more appropriate site.

Intersection Analysis

- Intersection analysis, using SIDRA, appears to have been attempted but little information has been provided for the RTA to determine its validity. Intersection analysis shall be completed for all proposed accesses / intersections for each stage or threshold of development. The intersection analysis shall include (but not be limited to) the following:
 - Current traffic counts and 10 year traffic growth projections
 - With and without development scenarios (if applicable)

- 95th percentile back of queue lengths
- Delays and level of service on all legs
- Electronic modelling files shall be submitted for RTA review.

Network Analysis

- Micro-simulation, using Paramics, appears to have been attempted but no information has been provided on the development of the models, their operation, the methodology used in calibrating the models (and what data was used), and whether the models validly represent the existing and proposed future networks. To accept the base models, the RTA needs to determine whether the micro-simulation models are 'fit for purpose', and whether they have been reasonably calibrated and validated to the existing network, flows and conditions. Further information on what is required to be included in the report is available from http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/paramicsmanual_i.pdf.
- The report includes a comparison of the RTA's Lower Hunter Traffic Model (LHTM) and a Paramics model. There is insufficient information to determine how this comparison was made, and given the discrepancies between the two models, it appears that the conclusions drawn cannot be substantiated. It is recommended that further discussion is held with the RTA to assist in using the LHTM appropriately.

Strategic Concept Designs

- Given the deficiencies listed above, a review of the strategic concept designs submitted has not been completed. As a minimum, it is expected that the principles of the RTA's *Growth Centres Road Framework* are incorporated into the design of the proposed development. Also, all strategic concept designs shall comply with the requirements of the Austroads *Guide to Road Design* (plus RTA supplements) and the RTA's *Traffic Signal Design*.

Public Transport / Cycling / Walking

- Issues related to the proposals put forward in the TMAP will be addressed by the Department of Transport separately.

It is recommended that the developer and consultants meet with the Department of Transport, RTA and Council regarding the traffic and transport assessment to resolve the above issues. While the RTA has raised the same issues on numerous occasions previously, the traffic and transport assessments / reports remain deficient and do not meet the RTA's requirements. The majority of the comments made by the RTA in my letter dated 29 October 2010 have not been addressed satisfactorily – these comments still apply.

The RTA will provide further comment upon receipt of the above information and is prepared to assist the developer in meeting its requirements, to enable an appropriate assessment of this project.

Please contact me on 4924 0240 if you require further advice.

Yours sincerely,



Dave Young
Manager, Land Use Development
Infrastructure Services
Hunter Region

18 April 2011

CC General Manager
Cessnock City Council

General Manager
Singleton Council

Mr Vijey Susindran
Department of Transport