



2 November 2016

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NSW Department of Planning & Environment  
Modification Assessments  
GPO Box 39  
SYDNEY NSW 2001

Attention: Fiona Gibson

WINE COUNTRY DRIVE (B82): NOTIFICATION OF SECTION 75W MODIFICATION TO STAGE 1 PROJECT APPROVAL FOR HUNTLEE NEW TOWN, WINE COUNTRY DRIVE, BRANXTON (MP 10\_0137 MOD 6)

Reference is made to the Department's email dated 14 September 2016, regarding the modification application to the Huntlee Stage 1 Project Approval which was referred to Roads and Maritime Services (Roads and Maritime) for comment.

Roads and Maritime understands that the modification to the Stage 1 Project Approval seeks to amend conditions relating to:

- The timing of the provision of road infrastructure upgrades
- Requirements for remediation
- The provision of a substation
- Changes to the Overall Stage 1 Masterplan for the addition of two lots

In particular the modification seeks to provide revised timeframes for the upgrade and completion of various traffic intersection and infrastructure works required under Condition E7 Road Network of the Stage 1 Consent (MP10\_0137).

## Roads and Maritime response and requirements

Roads and Maritime has reviewed the information provided including the Better Transport Futures Project Design Note titled *Intersection & Road Upgrade Threshold Analysis Review* dated 12 August 2016 and the McLaren Traffic Engineering's *Peer Review of Huntlee Threshold Analysis of Huntlee Stage One at Huntlee Town Centre* dated 3<sup>rd</sup> August 2016. It should be noted that the McLaren Traffic Engineering peer review was based on a Better Transport Futures report dated 18 July 2016 that was not provided to Roads and Maritime and did not form part of this assessment.

Notwithstanding the above, Roads and Maritime provides the following comments for the Department's consideration:

- There appears to be some discrepancy in the proposed lot yield for Stage 1 of the Huntlee development, which is required to be clarified in the traffic report.
  - The Stage 1 Preferred Project Report, Traffic modelling Vol 1 by Hyder (July 2012) – states that Stage 1 subdivision will include 2,345 dwellings.
  - Project Design Note, Better Transport Futures (August 2016) states that Stage 1 (Village One) full capacity of around 2,300 dwellings.
  - Stage 1 Huntlee MP10\_0137 – 1,473 residential lots, 14 super lots, 1 primary school lot, drainage and open reserves.

### Hyder Traffic Report

- The traffic analysis undertaken by Hyder was based on comprehensive modelling which included a road based micro-simulation model for the study area as well as intersection analysis, using SIDRA.
- The Hyder report clearly considers modelling of network scenarios for Stage 1 and full development of Huntlee.
- The outcome of this analysis demonstrated that *Wine Country Drive widening between Entry Village one access and HEX Link Road is the most critical upgrade required to accommodate Stage 1 development. Concurrently, key intersections with the Wine Country Drive are required to upgrade.*
- The road and intersection improvements in Figure E-1 of the Hyder report were recommended to cater for additional traffic from the Stage 1 development.

### Traffic Generation

- Roads and Maritime published a Technical Direction in August 2013 to supplement traffic data in the Guide to Traffic Generating Developments (2002).
- The traffic surveys for low density residential dwellings were undertaken in 2010 as noted in the document.
- The updated trip rates for the PM peak hour is 0.78 (max 0.9) and the AM peak hour is 0.71 (max 0.85) per dwelling in regional areas.
- Roads and Maritime does not accept the revised trip rates in the BTF report which are based on minimum rates. It is considered that the maximum trip rate should be adopted for a new urban release area on a greenfield site with minimum public transport options and no existing commercial facilities.

## Traffic Surveys

- Hyder undertook an extensive data collection as part of their traffic analysis which included key roads and intersections in the study area. Three types of data were collected by traffic surveys including midblock counts, intersection turning movement counts and queue length surveys at critical intersections.
- Attachment C of the BTF report includes the updated traffic surveys undertaken in March 2016. The 'Turning Movement' survey provides counts at the intersection of Wine Country Drive and Bridge Street for one week day (Thursday March 17<sup>th</sup>) and one Saturday (March 19<sup>th</sup>).
- Roads and Maritime does not consider the updated traffic survey data adequate for the purpose of providing accurate current traffic volumes
- As a minimum, Roads and Maritime requires 3 consecutive days of traffic surveys to determine an accurate indication of traffic volumes at this location.

Furthermore, the traffic report for the proposed modification shall be prepared in accordance with the Roads and Maritime's *Traffic Modelling Guidelines (2013)* and is to include (but not be limited to) the following:

- Identification of the relevant vehicular traffic routes and intersections for access to / from the subject site.
- Current traffic counts for all of the traffic routes and intersections, including but not limited to the Wine Country Drive / Bridge Street intersection.
- The anticipated additional vehicular traffic generated (both heavy and light vehicles) from both the construction and completed stages of the development.
- The distribution on the road network of the trips generated by the proposed development. It is requested that the predicted traffic flows are shown diagrammatically to a level of detail sufficient for easy interpretation.
- Consideration of the traffic impacts on existing and proposed intersections and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development during the construction and completed stages. The traffic impact shall also include the cumulative traffic impact of other proposed developments in the area.
- Traffic analysis of any major / relevant intersections impacted, using SIDRA or similar traffic model, including:
  - Current traffic counts and 10 year traffic growth projections
  - With and without development scenarios
  - 95<sup>th</sup> percentile back of queue lengths
  - Delays and level of service on all legs for the relevant intersections
  - Electronic data for Roads and Maritime review.

Roads and Maritime considers that the traffic analysis undertaken by BTF is not adequate as it only considers individual intersection capacity of future upgrades and does not consider a future network of intersections which form part of the Stage 1 Huntlee approval.

Roads and Maritime requires the intersection analysis to include a network based model which includes all intersection upgrades as part of Stage 1 to be prepared in accordance with RMS Traffic Modelling Guidelines.

Accordingly, Roads and Maritime objects to the proposed modifications to Condition E7 of the consent and requires that the issues raised above be clarified and additional information be provided for further review and consideration.

On the Minister's determination of this matter, please forward a copy of the determination to Roads and Maritime for record and / or action purposes. Should you require further information please contact David Collaguazo on 4924 0334 or by email at [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au)

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Collaguazo', written in a cursive style.

David Collaguazo  
A/Manager Land Use Assessment  
Hunter Region