



AG201\001

2 August 2012

Mr Steven Liaros
Consultant Planner
GLN Planning
Level 10, 66 King Street
SYDNEY NSW 2001

HDS Australia Pty Ltd

ABN 72 008 214 266

Waverley Business Centre
21-23 Aristoc Road
Glen Waverley VIC 3150

telephone +61 3 9550 1858**facsimile** +61 3 9560 3008**email** vic@hdsaustralia.com.auwww.hdsaustralia.com.au

Adelaide • Melbourne • Hong Kong

Lakes Estate, North Boambee Road, Coffs Harbour – Traffic Impact Summary

Dear Steven,

Thank you for your recent enquiry to assist you in finalising the Lakes Estate, Coffs Harbour Development Application (DA). As you noted, after several years of consultation with key stakeholders including government agencies, the plans have evolved and are now ready for submission. As part of this submission, you require traffic advice and clarification on the following issues:

- Pacific Highway/North Boambee Road/Cook Drive Intersection Upgrade
- North Boambee Road capacity to accommodate additional traffic;
- Department of Planning suggesting an additional road connection from Lakes Estate onto North Boambee Road.

1. Preamble

On behalf of John Piper Traffic (JPT), I investigated the site and prepared the original traffic impact assessment report in January 2009; at that time, the new subdivision was approximately 195 lots. Further refinement and development occurred and a revised final report was issued in January 2010 where the development consisted of 190 lots. It should be noted that CPG subsequently acquired JPT but divested its traffic engineering services and was not in a position to provide additional advice for this application.

The current plans show Lakes Estate consisting of approximately 140 lots (28% reduction) principally to minimise impacts on existing flora and fauna. Naturally, the reduction in lot yield has a corresponding reduction in traffic flows (i.e. approximately 30% reduction in peak and daily flows) associated with the development.

Based on the previous work and the revised plans (140 lots) it is considered that there would continue to be no traffic management or operational grounds that would warrant refusal of the development proceeding.

2. Issues**2.1 Pacific Highway/North Boambee Road/Cook Drive Intersection Upgrade**

RTA has prepared the traffic signal plan for the Pacific Highway/North Boambee Road/Cook Drive intersection upgrade and anticipate construction in 2014 (refer to the attached plan).

RTA engaged RoadNet in 2008 to determine future traffic growth to ensure that intersection upgrade would have sufficient capacity. At that time, Council advised that the North Boambee Road catchment should allow for traffic generation of 800 'equivalent' lots (i.e. 8,000 vpd based on 1 residential lot generating 10 vehicle movements per day). Further the DCP originally assumed 200 lots for the Stage 1.2 development where the final lot yield is now around 140 lots equating to 30% reduction in daily and peak traffic flows.

In light of the above, it is considered that the RTA's proposed intersection upgrade works has ultimately taken a conservative approach to the future traffic flows associated with the Lakes Estate development and no further investigations of this matter would be required.

2.2 North Boambee Road capacity

North Boambee Road is classified as collector road under Council's road hierarchy system. Council's key criteria for a collector road are:

- 2 lanes;
- 12,000 vehicles per day (vpd) maximum volume capacity;
- 50 – 60 km/h speed;
- Parking permitted if roadway width, volume or safety issues allow.

As discussed, as part of the modelling of future traffic growth, council assumed that North Boambee Road would ultimately service 800 equivalent lots (8,000 vpd) which is consistent with it operating as a collector road. The development is only contributing an additional 140 lots compared to DCP assumption of up to 200 lots.

It should be noted that the proposed development will not result North Boambee Road operating beyond capacity.

2.3 Additional road connection from Lakes Estate onto North Boambee Road.

An additional road connection from Lakes Estate onto North Boambee Road is not required from a traffic operational perspective.

The developments external access points/intersections consist of:

- 1 existing (Lakes Estate Drive/North Boambee Road);
- 1 proposed (through neighbouring subdivision (DA 711-06)) onto North Boambee Road south west corner of development;
- 2 possible connections to the north to increase permeability and allow for uniform and consistent development of neighbouring parcels of land.

Further there are 2 pedestrian/cycle linkages onto North Boambee Road which significantly enhances access for students attending Bishop Druitt College as well as for more general pedestrian and cycling access.

The 2 intersections (1 existing and 1 proposed) onto North Boambee Road will ultimately service approximately 325 dwellings (115 lots Lakes Estate (existing) + 140 lots proposed development + 70 dwelling adjoining development to the west (DA 711-06)). The 2 road connections could comfortably accommodate the projected traffic flows and, residents would continue to be able to access their properties should an intersection become closed due to road works/service authority works.

Further, it is desirable to minimise the number of intersections onto the higher order roads to enhance safety and minimise delays and congestion.

Department of Planning suggested that road No. 4 or 5 should extend south to North Boambee Road. It is noted that the existing topography near North Boambee Road at these locations is relatively steep (1 in 8 to 1 in 10) which creates potential safety issues as motorists are more likely to speed down the hill, braking issues etc.

Providing additional road connections onto North Boambee Road is not considered warranted and should be discounted.

3. Conclusion

After several years of consultation, the applicant is finalising their submission for the Lakes Estate, North Boambee Road, Coffs Harbour residential development. The development has evolved and now consists of 140 lots compared to the early concepts of 195 – 200 lots. This will result in a significant reduction (approximately 30%) in daily and peak flow from the site.

The development continues to remain satisfactory from a traffic and transport perspective.

RTA proposes to upgrade North Boambee Road/Pacific Highway/Cook Drive intersection in 2014. The proposed intersection layout takes into consideration a conservative assessment of the future development along North Boambee Road.

The proposed development will not result North Boambee Road operating beyond capacity.

It was suggested that additional road connections onto North Boambee Road from the development should be considered, however from a traffic capacity and road safety perspective, the existing arrangement is appropriate and additional intersections should be discounted.

If you have any queries, please contact me on 03 9550-1859.

Yours faithfully,
FOR: HDS AUSTRALIA PTY LTD

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

PETER EDWARDS
Senior Executive Transport

(encl.)