

22nd July 2010

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Major Projects Assessment, Department of Planning
GPO Box 39
SYDNEY NSW 2001

ATTENTION: ANNA BRADLEY

Dear Anna,

**RE: PROPOSED DEVELOPMENT, MACHINERY, MANUFACTURE AND
MAINTENANCE PROJECT, LOT 32 DP 1014864 - MASONITE ROAD,
HEATHERBRAE**

I refer to the recent notification by NSW Department of Planning. I act for CABP Group Pty Ltd who owns a large amount of industrial land to the east and to the south of the proposed development site.

While CABP Group Pty Ltd fully support the proposed development and the likely benefits that it may bring to Port Stephens LGA, I would like to bring a few important points to your attention.

As the representative of CABP Group I have, over the past number of years, had a project team working on a significant industrial subdivision on CAPB land, and have been working in close consultation with both Port Stephens Council and the RTA. Since lodging a Development Application in 2006 for a 205 lot industrial subdivision CABP were forced to make significant changes including the loss of industrial lots because of the RTA proposed extension to F3 Freeway.

On 15th September 2009 Port Stephens Council issued consent for a 142 lot industrial subdivision.

Subsequent to Council's approval, the RTA revised the width of the required F3 road reserve which has resulted in the movement of the boundary between F3 and our subdivision easterly by approximately 110m. We are currently in the process of finalising a Section 96 Application to Port Stephens Council to rationalise the subdivision boundaries. We are also in the process of negotiating with the RTA representatives in respect to a DA condition requiring an upgrade to the Masonite Road/Camfield Drive roundabout to two lane circulation and approach capacity. Through significant analysis we

have proved that the traffic generated by our subdivision does not require this two-lane roundabout and that the existing one lane roundabout is sufficient (attached).

I am concerned that the proposed Sandvik development has not considered the base traffic flow as well as the traffic generated by our approved subdivision. I believe that the accumulated total of existing and our potential traffic should be the baseline for their traffic assessment.

Appendix K of the Environmental Assessment Report include minutes of the Hunter Regional Development Committee dated 13th August 2009. I note with interest that these minutes do not reference the CABP 142 lot subdivision proposal of which Council and the RTA would have been aware of. I would expect both the Council and RTA as the responsible road authorities should have made Sandvik aware of our Development Application, the associated traffic generation and the requirement for the Sandvik development to consider the associated traffic generation.

The RTA has been further consulted by Sandvik as part of the preparation of the 2010 Environmental Assessment Report (pp 30). It is difficult to understand why the RTA would have only advised that the previous comments made by the Hunter Region Development Committee (13th August 2009) will be taken into consideration, without specific reference to CAPB Group approved 142 lot industrial subdivision, approved on the 15th September 2009.

CABP Group Pty Ltd specifically requests that the Department of Planning ensure that the traffic analysis baseline volumes used by Sandvik's consultants include the CABP Group subdivision. Most importantly if the RTA and Council insist on the 2 lane roundabout and approach capacity upgrade we request that Sandvik be made to share the not insignificant cost.

Yours faithfully,

PAUL MICHAEL
CHAIR & CEO CABP PTY LTD



TRAFFIC MANAGEMENT & SAFETY CONSULTANTS

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TRAFFIC REVIEW STATEMENT

PROPOSED INDUSTRIAL SUBDIVISION

343 & 470 Masonite Road
HEATHERBRAE

July 2010

ADW JOHNSON (For The Applicant)

Port Stephens Council Local Government Area

Prepared by
Terry Keating
Director
TPK & Associates Pty Ltd

PROPOSED INDUSTRIAL SUBDIVISION

TRAFFIC REVIEW

INTRODUCTION

TPK & Associates Pty Ltd (TPK) has been commissioned by ADW Johnson with regard to a revised lot layout and modelling review for the subject development; the project proposal for an Industrial Subdivision is retained however the number of lots is to change from the original development layout.

TPK has made reference to:

- The Terms of Development Consent for the project.
- Traffic Studies by Caldwell Consulting to support the project.
- RTA and associated correspondence related to the development assessment process in particular RTA's letter dated 30th April 2008 (Reference 362DA17;1 – 07/2389, 07/2600)
- Outcome of recent June 2010 discussions between RTA (D Young) & ADW (H Williams)

Mr. Terry Keating, Director, TPK undertook the review modelling and preparation of this report. He has over 40 years experience in the road safety and traffic management profession, including the assessment of traffic generating developments.

TRAFFIC GENERATION

The Industrial Subdivision had an original layout that proposed 142 lots designed to adjoin the future road reserve for the F3 extension as known at that time. Revision of the F3 road reserve boundaries has driven the redesign of the Industrial Estate which will now generate a proposed 147 lots

The adopted traffic generation rate agreed between RTA and Caldwell Consulting for assessment of the approved layout was a typical peak generation of 5.9 trips per lot.

For 147 lots the peak hour traffic generation will be 867 trips; maintaining consistency with the previous Caldwell Consulting analysis the following distributions are adopted:

- 85% of Estate traffic will generate to/from Pacific Highway; that equates to 737 trips
- The AM Peak (not in Caldwell Consulting analysis) is split 70% inward; equating to a 516:221 trip ratio
- The PM Peak is split 60% outward; equating to a 442:295 ratio
- Caldwell was not clear on route distribution; TPK has distributed 20% of the total trips to/from Camfield Drive equating to the following Masonite Road : Camfield Drive ratios:
 - AM Peak 413:103 & 177:44
 - PM Peak 354:88 & 236:59

ANALYSIS

Overview

TPK utilise the intersection-modelling program SIDRA to review intersection performance. The outcomes of the model include:

- Level of Service
- Average Delay
- 95% back of queue length

The term Level of Service (LoS) is one output parameter of the SIDRA model; it provides an insight into "operating conditions" of the intersection and each approach. The output range is indicated in the range LoS A to LoS F where A indicates good operating conditions reducing to F where other forms of control may need to be considered.

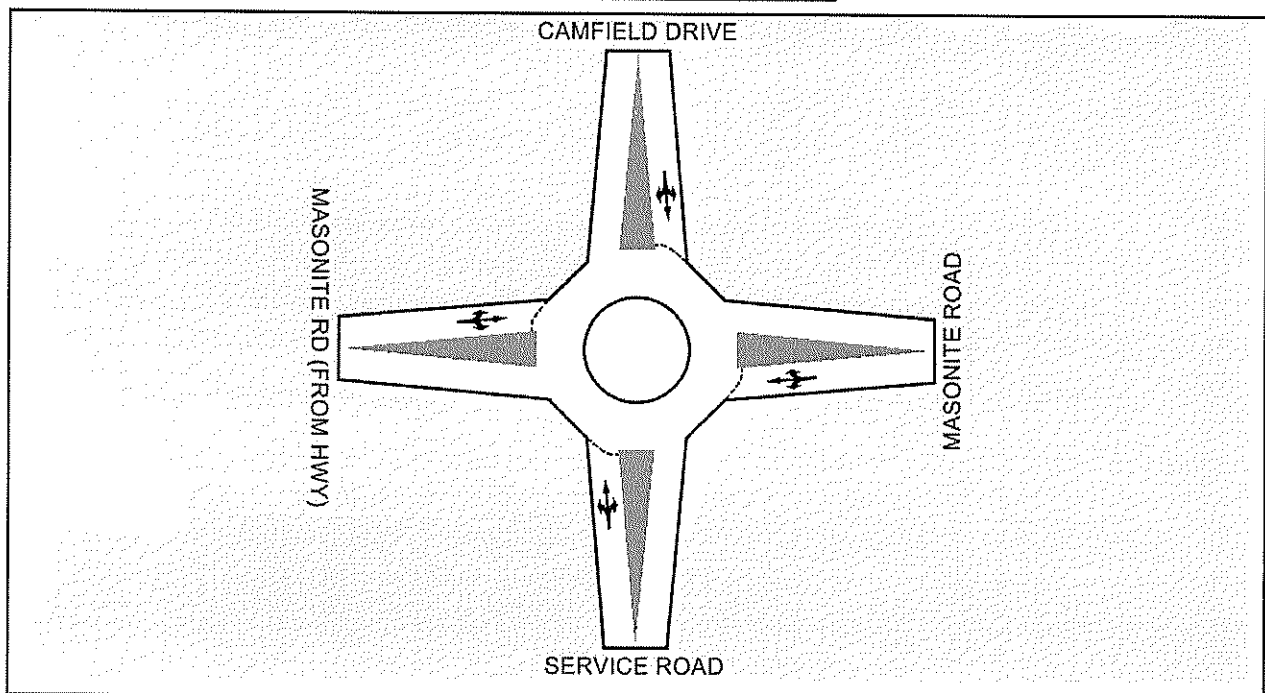
The intersection of Masonite Rd & Camfield Drive has been modelled for the following scenarios

- Existing AM Peak
- Existing PM Peak
- Existing AM Peak plus Development
- Existing PM Peak plus Development
- Existing AM Peak plus Development plus a Growth Sensitivity volume increase.

The intersection has been recounted in 2010; See Appendix A

The SIDRA geometric layout utilised for the modelling is shown at Figure 1.

FIGURE 1 – SIDRA GEOMETRIC LAYOUT



SIDRA OUTCOMES**Existing AM Peak**

The SIDRA Movement Summary T1 discloses that for this scenario the LOS is in the range A-B for all approaches and the queue on Masonite Road back towards the highway did not exceed the equivalent of 1 vehicle.

T1 – MOVEMENT SUMMARY**Site: MAS & CAM**

MASONITE RD & CAMFIELD DRV, HEATHERBRAE – AM Peak Existing Traffic 2010
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: SERVICE ROAD											
1	L	46	6.8	0.049	7.1	LOS A	0.2	1.8	0.25	0.53	49.5
2	T	2	50.0	0.049	7.6	LOS A	0.2	1.8	0.25	0.45	50.1
3	R	11	10.0	0.049	11.9	LOS B	0.2	1.8	0.25	0.73	45.9
Approach		59	8.9	0.049	8.0	LOS B	0.2	1.8	0.25	0.56	48.8
East: MASONITE ROAD											
4	L	18	5.9	0.121	7.0	LOS A	0.6	4.7	0.22	0.56	49.9
5	T	125	15.1	0.121	6.4	LOS A	0.6	4.7	0.22	0.47	50.6
6	R	2	50.0	0.124	13.2	LOS B	0.6	4.7	0.22	0.83	46.3
Approach		145	14.5	0.121	6.6	LOS B	0.6	4.7	0.22	0.49	50.4
North: CAMFIELD DRIVE											
7	L	2	50.0	0.026	9.2	LOS A	0.1	1.0	0.31	0.54	49.0
8	T	6	50.0	0.026	7.9	LOS A	0.1	1.0	0.31	0.46	49.5
9	R	19	5.6	0.026	12.2	LOS B	0.1	1.0	0.31	0.70	45.6
Approach		27	19.2	0.026	11.0	LOS B	0.1	1.0	0.31	0.63	46.7
West: MASONITE RD (FROM HWY)											
10	L	34	9.4	0.160	6.8	LOS A	0.8	6.5	0.07	0.53	50.6
11	T	124	12.7	0.160	5.9	LOS A	0.8	6.5	0.07	0.43	51.6
12	R	79	10.7	0.159	11.5	LOS B	0.8	6.5	0.07	0.80	46.4
Approach		237	11.6	0.160	7.9	LOS B	0.8	6.5	0.07	0.56	49.5
All Vehicles		468	12.6	0.160	7.7	LOS A	0.8	6.5	0.15	0.55	49.5

Existing PM Peak

The SIDRA Movement Summary T2 discloses that for this scenario the LOS is in the range A-B for all approaches and the queue on Masonite Road back towards the highway did not exceed the equivalent of 1 vehicle.

T2 – MOVEMENT SUMMARY**Site: MAS & CAM**

MASONITE RD & CAMFIELD DRV, HEATHERBRAE – PM Peak Existing Traffic 2010
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: SERVICE ROAD											
1	L	74	1.4	0.078	7.3	LOS A	0.4	2.9	0.35	0.57	48.9
2	T	1	0.0	0.081	6.4	LOS A	0.4	2.9	0.35	0.50	49.3
3	R	18	0.0	0.078	12.0	LOS B	0.4	2.9	0.35	0.74	45.7
Approach		93	1.1	0.078	8.2	LOS B	0.4	2.9	0.35	0.60	48.2
East: MASONITE ROAD											
4	L	18	23.5	0.201	7.7	LOS A	1.1	8.1	0.23	0.58	49.9
5	T	242	8.3	0.201	6.2	LOS A	1.1	8.1	0.23	0.48	50.5
6	R	1	0.0	0.211	11.5	LOS B	1.1	8.1	0.23	0.84	46.4
Approach		261	9.3	0.201	6.3	LOS B	1.1	8.1	0.23	0.49	50.5
North: CAMFIELD DRIVE											
7	L	6	0.0	0.030	7.0	LOS A	0.1	1.0	0.28	0.52	49.2
8	T	4	0.0	0.030	6.1	LOS A	0.1	1.0	0.28	0.45	49.7
9	R	26	4.0	0.030	11.9	LOS B	0.1	1.0	0.28	0.69	45.6
Approach		37	2.9	0.030	10.4	LOS B	0.1	1.0	0.28	0.63	46.6
West: MASONITE RD (FROM HWY)											
10	L	17	6.3	0.137	6.7	LOS A	0.7	5.6	0.08	0.52	50.5
11	T	106	9.9	0.137	5.9	LOS A	0.7	5.6	0.08	0.42	51.5
12	R	82	7.7	0.137	11.4	LOS B	0.7	5.6	0.08	0.79	46.4
Approach		205	8.7	0.137	8.1	LOS B	0.7	5.6	0.08	0.58	49.2
All Vehicles		596	7.4	0.211	7.5	LOS A	1.1	8.1	0.20	0.55	49.4

Existing AM Peak plus Development

The SIDRA Movement Summary T3 discloses that for this scenario the LOS is in the range A-B for all approaches and the queue on Masonite Road back towards the highway was less than 26m

T3 – MOVEMENT SUMMARY

Site: MAS & CAM

MASONITE RD & CAMFIELD DRV, HEATHERBRAE – AM Peak Existing Traffic 2010 plus Full Development Roundabout

Movement Performance – Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued per veh	Effective Stop Rate per veh	Average Speed km/h
South: SERVICE ROAD											
1	L	46	6.8	0.057	8.1	LOS A	0.3	2.3	0.43	0.60	48.4
2	T	2	50.0	0.057	8.5	LOS A	0.3	2.3	0.43	0.56	48.7
3	R	11	10.0	0.057	12.9	LOS B	0.3	2.3	0.43	0.75	45.5
Approach		59	8.9	0.057	9.0	LOS B	0.3	2.3	0.43	0.62	47.8
East: MASONITE ROAD											
4	L	18	5.9	0.275	7.3	LOS A	1.7	12.9	0.32	0.59	49.4
5	T	312	12.2	0.275	6.6	LOS A	1.7	12.9	0.32	0.51	49.9
6	R	2	50.0	0.263	13.4	LOS B	1.7	12.9	0.32	0.85	46.3
Approach		332	12.1	0.275	6.7	LOS B	1.7	12.9	0.32	0.52	49.8
North: CAMFIELD DRIVE											
7	L	2	50.0	0.092	11.5	LOS B	0.5	4.2	0.57	0.73	47.0
8	T	6	50.0	0.093	10.2	LOS B	0.5	4.2	0.57	0.68	47.2
9	R	69	7.6	0.092	14.5	LOS B	0.5	4.2	0.57	0.77	43.8
Approach		78	12.2	0.092	14.1	LOS B	0.5	4.2	0.57	0.76	44.1
West: MASONITE RD (FROM HWY)											
10	L	34	9.4	0.426	6.8	LOS A	3.3	24.9	0.10	0.55	50.5
11	T	559	10.5	0.428	5.9	LOS A	3.3	24.9	0.10	0.44	51.4
12	R	79	10.7	0.427	11.5	LOS B	3.3	24.9	0.10	0.84	46.4
Approach		672	10.5	0.428	6.6	LOS B	3.3	24.9	0.10	0.49	50.7
All Vehicles		1140	11.0	0.428	7.2	LOS A	3.3	24.9	0.22	0.53	49.8

Existing PM Peak plus Development

The SIDRA Movement Summary T4 discloses that for this scenario the LOS is in the range A-B for all approaches and the queue on Masonite Road back towards the highway was less than 20m.

T4 – MOVEMENT SUMMARY

Site: MAS & CAM

MASONITE RD & CAMFIELD DRV, HEATHERBRAE – PM Peak Existing Traffic 2010 plus Full Development Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg Satn %	Avg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued per veh	Effective Stop Rate per veh	Average Speed km/h
South: SERVICE ROAD											
1	L	74	1.4	0.114	9.9	LOS A	0.8	5.7	0.67	0.73	47.0
2	T	1	0.0	0.117	9.0	LOS A	0.8	5.7	0.67	0.70	46.9
3	R	18	0.0	0.115	14.6	LOS B	0.8	5.7	0.67	0.82	43.9
Approach		93	1.1	0.114	10.8	LOS B	0.8	5.7	0.67	0.75	46.3
East: MASONITE ROAD											
4	L	18	23.5	0.511	8.5	LOS A	4.1	31.1	0.47	0.66	48.7
5	T	615	9.2	0.518	7.0	LOS A	4.1	31.1	0.47	0.57	48.9
6	R	1	0.0	0.526	12.3	LOS B	4.1	31.1	0.47	0.82	46.2
Approach		634	9.6	0.518	7.0	LOS B	4.1	31.1	0.47	0.58	48.9
North: CAMFIELD DRIVE											
7	L	6	0.0	0.126	8.2	LOS A	0.7	5.3	0.47	0.62	47.8
8	T	4	0.0	0.128	7.3	LOS A	0.7	5.3	0.47	0.57	48.0
9	R	119	8.0	0.126	13.2	LOS B	0.7	5.3	0.47	0.74	44.8
Approach		129	7.3	0.126	12.8	LOS B	0.7	5.3	0.47	0.73	45.0
West: MASONITE RD (FROM HWY)											
10	L	75	9.9	0.329	6.8	LOS A	2.4	18.5	0.11	0.54	50.4
11	T	355	9.8	0.330	5.9	LOS A	2.4	18.5	0.11	0.44	51.3
12	R	82	7.7	0.330	11.4	LOS B	2.4	18.5	0.11	0.82	46.4
Approach		512	9.5	0.330	6.9	LOS B	2.4	18.5	0.11	0.51	50.3
All Vehicles		1367	8.8	0.526	7.8	LOS A	4.1	31.1	0.35	0.58	48.8

Existing AM Peak plus Development plus Growth Sensitivity

This scenario is for the AM Peak with Development traffic plus some sensitivity testing given the importance of protecting The Pacific Highway. TPK added traffic to both Camfield Drive and the Service Road to model growth on those movements; the relevant car movement volumes were doubled.

The SIDRA Movement Summary T5 discloses that for this scenario the LOS is in the range A-B for all approaches and the queue on Masonite Road back towards the highway was less than 33m

T5 – MOVEMENT SUMMARY

Site: MAS & CAM

MASONITE RD & CAMFIELD DRV, HEATHERBRAE – AM Peak Existing Traffic 2010 plus Full Development PLUS Growth to Camfield Drive & Service Road.
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop Queued	Effective Stop Rate per veh	Average Speed km/h
South: SERVICE ROAD											
1	L	89	3.5	0.110	8.3	LOS A	0.7	4.8	0.49	0.64	48.1
2	T	3	33.3	0.109	8.3	LOS A	0.7	4.8	0.49	0.61	48.2
3	R	20	5.3	0.110	13.0	LOS B	0.7	4.8	0.49	0.78	45.3
Approach		113	4.7	0.110	9.1	LOS B	0.7	4.8	0.49	0.66	47.5
East: MASONITE ROAD											
4	L	18	5.9	0.309	8.0	LOS A	2.0	15.3	0.45	0.65	48.8
5	T	312	12.2	0.310	7.3	LOS A	2.0	15.3	0.45	0.59	49.0
6	R	3	33.3	0.316	13.6	LOS B	2.0	15.3	0.45	0.87	46.0
Approach		333	12.0	0.310	7.4	LOS B	2.0	15.3	0.45	0.60	49.0
North: CAMFIELD DRIVE											
7	L	3	33.3	0.175	11.5	LOS B	1.2	8.5	0.65	0.78	46.3
8	T	9	33.3	0.175	10.3	LOS B	1.2	8.5	0.65	0.74	46.6
9	R	134	3.9	0.175	15.0	LOS B	1.2	8.5	0.65	0.81	43.3
Approach		146	6.5	0.175	14.6	LOS B	1.2	8.5	0.65	0.81	43.5
West: MASONITE RD (FROM HWY)											
10	L	64	4.9	0.498	6.7	LOS A	4.3	32.2	0.16	0.53	50.2
11	T	559	10.5	0.498	6.0	LOS A	4.3	32.2	0.16	0.43	51.0
12	R	149	5.6	0.498	11.4	LOS B	4.3	32.2	0.16	0.80	46.3
Approach		773	9.1	0.498	7.1	LOS B	4.3	32.2	0.16	0.51	49.9
All Vehicles		1364	9.2	0.498	8.1	LOS A	4.3	32.2	0.31	0.58	48.7

CONCLUDING STATEMENT

TPK has concluded that:

- The quantum of the increase from 142 to 147 lots is insignificant in terms of the Estates potential traffic generations and does not impact on the Caldwell Report as the final two estate stages were not assessed in his report.
- Additional SIDRA analysis has been completed by TPK for the full estate traffic generations maintaining many of the Caldwell assumptions for consistency.
- The additional analysis has disclosed that the Masonite Road & Camfield Drive roundabout will continue to operate at suitable performance levels through to full development.
- The additional analysis indicates that the single lane roundabout will not generate queues back onto The Pacific Highway.

Prepared by

T Keating

Director, TPK & Associates

APPENDIX A

TRAFFIC DATA

