

Department of Planning, Industry & Environment
GPO Box 39
Sydney NSW 2001

ATTN: Adrien Lalchere

Dear Madam/Sir

New Request for Advice - Horizon at Lee 5 (SSD-9827) (Newcastle City)

Thank you for your correspondence dated 5 September 2019 requesting Transport for NSW (TfNSW) to provide advice in relation to the subject development. Please accept this letter as a joint response from Transport for NSW (TfNSW) and Roads and Maritime Services (Roads and Maritime).

Horizon Newcastle Pty Ltd has submitted a State Significant Development Application to construct three (3) buildings on the site, varying between seven (7) and eight (8) storeys. The development comprises of 110 residential units and four (4) commercial premises, plus ancillary service, landscaping and communal space areas. Two (2) basement levels are proposed to accommodate 212 car spaces, accessed via a single entry / exit point to Honeysuckle Drive.

On this note, the relevant documents have been reviewed and comments and suggested inclusions are provided in relation to the following:

- Potential traffic impact on Hannell Street; and
- Requesting additional information regarding active transport.

The above matters are discussed in detail in **Attachment A**.

Please note for future reference; Transport for NSW requests any further correspondence concerning this subject be sent to development@transport.nsw.gov.au referencing **CD19/07379** in the subject line.

If you require further clarification regarding this matter, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, via email at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



4/10/2019

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

Objective Reference: CD19/07379

Attachment A – Transport for NSW and Roads and Maritime Services Comments

Impact on Hannell Street from future development

Comment

The submitted Seca Traffic Impact Assessment (TIA), dated April 2019 states that no improvements are required to the local network as a direct consequence of the development site as the traffic associated with the subject site has been assessed in the modelling undertaken for the light rail project as well as in considering the appropriate layout of Honeysuckle Drive and the intersection of Hannell Street/Stewart Avenue. It is noted that the report did not analyse the existing Hannell Street / Honeysuckle Drive intersection.

It is advised that:

- Roads and Maritime recently reviewed a report by Seca for the Hunter and Central Coast Development Corporation (HCCDC) regarding the realignment of Honeysuckle Drive. This report demonstrated that the continuing development along Honeysuckle Drive, which includes the subject site, will result in significant delays including Hannell Street southbound, with the queue doubling in length and the delay more than tripling in time. It is unclear in the TIA if HCCDC has committed to upgrading Honeysuckle Drive including intersection improvements at Hannell Street/ Honeysuckle Drive. Regardless, the proposed improvements do not mitigate the impact of the continuing development within the Honeysuckle area.

Recommendation

Roads and Maritime raise concern regarding the impact of the increasing trip generation within the Honeysuckle area without a plan in place to ensure the impact of these developments on the surrounding road network are mitigated. It is recommended that the proponent (HCCDC) provide clarification around the commitment to and timing of widening Honeysuckle Drive including the intersection with Hannell Street and that planning commence to ensure equitable contributions are collected towards any required upgrades, particularly the Hannell Street at Honeysuckle Drive intersection.

Active Transport

Comment

The supporting documentation does not specify the type, location and operation of the end of trip facilities for both pedestrians and bicycle riders connecting to the site, this includes:

- showers, lockers, change rooms.

Recommendation

The development should indicate the proposed quantum for bicycle parking. Bicycle parking and end of trip facilities should be located in secure, convenient and accessible areas close to the main entries incorporating adequate lighting and passive surveillance to encourage residents, staff and visitors to use walking and cycling modes to connect with the development.

Develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling.