

## **Project Design Note**

**Project:** Huntlee Development

**Subject:** Access Requirements – Rural Residential Lots

**Date:** 24<sup>th</sup> February 2009

**Ref:** P0375

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### **Background:**

- Rural residential lots are proposed as part of the development of the Huntlee masterplan. These rural residential lots are located to the south of the Huntlee centre:
  - 180 lots with access provided via Old North Road
  - 120 lots with access provided off Wine Country Drive
  - Existing traffic flows on Old North Road very low. Daily traffic volumes less than 2,000 vehicles per day, with peak hour flows in the order of 10% of daily flows.
  - Vehicle access will need to allow for all traffic movements and cater for generally light vehicles only.
  - Heavy vehicles will generally be only refuse collection vehicles and occasional larger vehicle e.g. furniture removal truck.
  - Dual use path will provide a link for cyclists and pedestrians to access the Huntlee town centre to the north. Little if any demand for pedestrian access along Old North Road to and from the development.

### **Proposed Development:**

- Standard rural residential lots, with internal road network to serve the individual lots.
- Vehicle access for 180 lots via Old North Road.
- Vehicle access for 120 lots via Wine Country Drive.
- Internal road network to be designed and constructed in accordance with Council requirements.
- Total of 300 residential lots to be provided in two separate pockets of development.

### **Access Principals**

- Standard trip rate of 0.85 trips per lot during the peak hours would generate in the order of 153 trips to / from the rural residential lots located off Old North Road.
- Standard trip rate of 0.85 trips per lot during the peak hours would generate in the order of 102 trips to / from the rural residential lots located off Wine Country Drive.
- Traffic flows could be lower as town centre to north develops. Internal links will be provided to encourage walking and cycling trips. This will prove attractive to users for trips to the local schools, local employment as well as some retail trips, etc.
- Majority of the trips would be via Wine Country Drive, with minimal flows to the west along Old North Road.
- Majority of traffic movements would thus involve a right turn into the rural residential zone and left turn out on Old North Road. Traffic movements on Wine Country Drive would have a bias towards Branxton (assumed 70%).
- Traffic on Wine Country Drive would be split 70:30 north:south for entry and exit movements.

**Proposed Access Arrangements – Old North Road**

- One new access points will need to be constructed on Old North Road to allow for access to the rural residential lots.
- Desirable to provide a sheltered right turn pocket, to reduce delays for the through traffic movements as well as provide protection for traffic turning right into the developments.
- Speed environment will be maintained at 90 km/h.
- A type AUR intersection is considered appropriate, as the volume of right turning traffic compared with the opposing through movement will cater for the expected demands.
- The access layout will need to be designed and constructed in accordance with Council requirements.

**Proposed Access Arrangements – Wine Country Drive**

- One new access point will need to be constructed on Wine Country Drive to allow for access to the rural residential lots.
- Desirable to provide a sheltered right turn pocket, to reduce delays for the through traffic movements as well as provide protection for traffic turning right into the developments.
- Speed environment will be maintained at 90 km/h.
- A type CHR intersection is considered appropriate, due to the volume of right turning traffic and the through traffic movements on Wine Country Drive.
- The access layout will need to be designed and constructed in accordance with RTA and Council requirements.