



Date: 10 February 2010

Minmi/Link Road and Stockrington

Lower Hunter Lands Project

Preliminary Environmental Assessment

Traffic and Transport Issues

It is proposed that the entire Coal & Allied Industries Limited (Coal & Allied) owned Minmi/Link Road and Stockrington sites be rezoned/listed as a 'State Significant Site' (SSS) in Schedule 3 of State Environmental Planning Policy (Major Development). A draft Schedule 3 listing will be prepared with the Concept Plan Application.

The Concept Plan for a residential subdivision of the Minmi/Link Road site will apply to the entire 537ha Minmi/Link Road and 2,247ha Stockrington site. The key parameters for the future development of the site are as follows:

- Dedication of 2,264ha of conservation land (less 300 ha biodiversity offset land to be transferred to RTA and then to DECCW) to the New South Wales Government (NSWG) that is identified in the Lower Hunter Regional Strategy and Lower Hunter Regional Conservation Plan, comprising 100% of the Stockrington site and approximately 17ha of the Minmi/Link Road site.
- Maximum dwelling yield of 3,300 dwellings over 520ha.
- Indicative development staging. The number of lots and extent of staging for release areas will be largely dictated by the service infrastructure requirements as well as responding to market forces.
- The provision of associated infrastructure.
- Torrens title subdivision of the Minmi/Link Road site. The Torrens title subdivision of Coal & Allied land will enable the following:
 - To dissect land on either side of the F3 Freeway and to separate the development lot from the conservation land.
 - To enable the transfer of approximately 17ha of land at Minmi/Link Road to the North of the Minmi Rural Fire shed to NSWG for conservation purposes.

Approval will not be sought under the Concept Plan for a specific lot layout. An indicative lot layout will indicate how the maximum dwelling yield of 3,300 dwellings could be achieved on the site.

Similarly, approval will not be sought under the Concept Plan for subdivision or construction of individual houses. However, the desired future character of the proposed concept plan will be included in Urban Design Guidelines. Urban Design Guidelines will be prepared to inform the Concept Plan in respect of urban form, built form, open space and landscape, access and movement and visual impact for the site.

It is proposed to dedicate land for conservation purposes as part of the Major Project Application via a Voluntary Planning Agreement (VPA) between Coal & Allied and the NSWG in accordance with s.93F of the Environmental Planning & Assessment Act, 1979 (EP&A Act).

The proposed Concept Plan and a Plan showing the proposed development areas and conservation areas is included in the Preliminary Environmental Assessment (PEA) prepared by Urbis.

Key Transport Indicators

Hyder has reviewed available data and believes that the following issues are likely to form the basis of any future examination of traffic and transport for Minmi development. They are:

1. The current road network in and around the Minmi/Link Road site provide a number of route choices or alternative accesses. The Newcastle Link Road is the major east-west arterial road providing access to the subject site via Minmi Road and Woodford Street. Access to the site can be made via Lenaghans Drive and Minmi Road (though Minmi/Fletcher).
2. Journey to Work data indicates that journeys to and from work for residents living near to the Minmi site was predominantly by private car (78%). Travel by public transport amounted to a further 2.5% of trips.
3. There are two bus services provided to the Minmi area. As population increases, particularly from the Minmi development, additional services are likely to be provided to meet the demand.
4. Crashes Recent crash data indicates that the majority of crashes were distributed across the major roads, and in particular the F3 Freeway, Newcastle Link Road and Minmi Road. The data suggested that the additional traffic generated by a development at Minmi is unlikely to have significant impact on the number or severity of crashes.
5. Recent data indicated Newcastle Link road carried over 22,000 vehicles per day during a weekday, with weekend traffic around a third lower than on an average weekday. This implied that the Link Road carried a high proportion of commuter traffic demand to/from Newcastle. The heavy vehicles on the Link Road were recorded between 1,600 and 2,200 vehicles per day comprising between 7% and 9% of total traffic. Minmi Road (through Edgeworth), south of Newcastle Link Road carried approximately 14,000 vehicles per day during a weekday. Woodford Street, Lenaghans Drive and Minmi Road (through Minmi, Fletcher) carries between 3,500 and 5,300 vehicles per day.
6. Traffic data indicates currently two key intersections on the Newcastle Link Road at Woodford Street and Minmi Road operate at good level of service during both the morning and evening peak periods.
7. Following the Hunter Expressway approval, RTA is now proposing to construct the new freeway from the Newcastle interchange on the F3 Freeway, to the New England Highway at Branxton. The project involves 40 km of new high standard dual carriageway road. The project will be delivered under two separate packages of works, and will be opened as one project on completion of both packages of works. It is anticipated that this new freeway will open to traffic by 2013. The construction of the Hunter Expressway will redistribute traffic on the John Renshaw Drive, F3 Freeway and Newcastle Link Road corridors.
8. Traffic on Newcastle Link Road is expected to increase significantly in the future due to cumulative background growth in the Lower Hunter and the proposed Hunter Expressway. The Minmi development could generate in the order of additional 1800 to 2400 vehicles in the

one peak hour depending on level of self containment. The additional traffic will impact on the operation of the Minmi Road/Newcastle Link Road roundabout.



Director General's Requirements

The issues identified above can be addressed as part of the Environmental Assessment. The Director General's Requirements for the traffic component of the Environmental assessment for Minmi could be preparation of a traffic and transport report in accordance with the Roads and Traffic Authority of New South Wales (RTA) 'Guide to Traffic Generating Developments,' that addresses the following:

- a) Impacts on regional road networks during construction and operation.
- b) Opportunities to minimise traffic on sensitive road frontages during construction and operation.
- c) Efficiency of emergency vehicle access/egress.
- d) Proposed access from the wider road network as well as the opportunities and constraints of alternative vehicular access points.
- e) Measures to introduce and promote public transport usage and mode share.
- f) Proposed pedestrian and cycle access within and to the site that connects to all relevant transport services and key off-site locations.
- g) Traffic signal and intersection upgrades underpinned by an intersection analysis and micro-simulation model.
- h) Road design that is responsive to the proposed land use and associated urban form including proposed transport linkages between the subject land and surrounding key destination points such as existing centres, recreational areas and employment/industrial centres.