



Date: 10 February 2010

Black Hill & Tank Paddock

Lower Hunter Lands Project

Preliminary Environmental Assessment

Traffic and Transport Issues

It is proposed that the entire Coal & Allied Industries Limited (Coal & Allied) owned Black Hill and Tank Paddock 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 will apply to the entire 183ha Black Hill and the 147ha Tank Paddock sites. The key parameters for the future development of the sites are as follows:

- Dedication of 147ha of conservation land 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 Tank Paddock site.
- Use of the 183ha Black Hill site as 'employment lands' for a range of employment generating activities.
- 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.

Approval will not be sought under the Concept Plan for a specific lot layout. An indicative super-lot layout will be prepared, which will indicate how subdivision could be achieved that will enable a range of industrial and ancillary activities to be undertaken.

An existing mining consent under the Black Hill site will defer development on the site until post June 2013. Accordingly, a detailed built form layout has not been prepared at this stage. Approval is not sought under the Concept Plan for subdivision or for individual buildings on the site. 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 Black Hill development. They are:

1. Black Hill site is bounded by the John Renshaw Drive to the north, F3 Freeway to the east, Catholic Church owned land to the west and private lands to the south. Access to the Black Hill site can be made from the F3 Freeway using the existing Boral site access.
2. The Black Hill site has frontages to John Renshaw Drive and the F3 Freeway. As the site will be developed for employment purposes, site accesses will need to accommodate heavy vehicles.
3. Journey to Work data indicates that 90% of work related trips to and from Black Hill was made by private car.
4. No public bus services are available at present that could service Black Hill. With the development of Black Hill, a peak period bus service may be viable between Black Hill and nearby railway station.
5. Traffic data indicates John Renshaw Drive carried approximately 7,600 vehicles per day with around 10% was heavy vehicles. On the F3 Freeway the weekday traffic was 32,000 vehicles per day with about 18% heavy vehicles.
6. 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.
7. Traffic on F3 Freeway and John Renshaw Drive is expected to change significantly in the future due to cumulative background growth in the Lower Hunter and the proposed Hunter Expressway, F3 to Raymond Terrace Link. The Black Hill development could have the ability to create at least 2,500 full time jobs. The site could generate between 4,600 and 5,600 peak hour trips when the site is fully developed. To service the development, a new signalised access (T junction) on the John Renshaw Drive will be required.

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 Black Hill site 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) Traffic management and proposed access from the wider road network as well as the opportunities and constraints of alternative vehicular access points.
- c) Measures to introduce and promote public transport usage and mode share including pedestrian and cycle access within and to the site that connects to all relevant transport services and key off-site locations.
- d) Traffic signal and intersection upgrades underpinned by an intersection analysis and micro-simulation model.
- e) Road design to cater for heavy vehicles associated with freight movement.