

DEPARTMENT OF HOUSING
'MINTO RENEWAL'
PROPOSED URBAN REGENERATION
Road, Traffic and Transport
Assessment

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1. INTRODUCTION

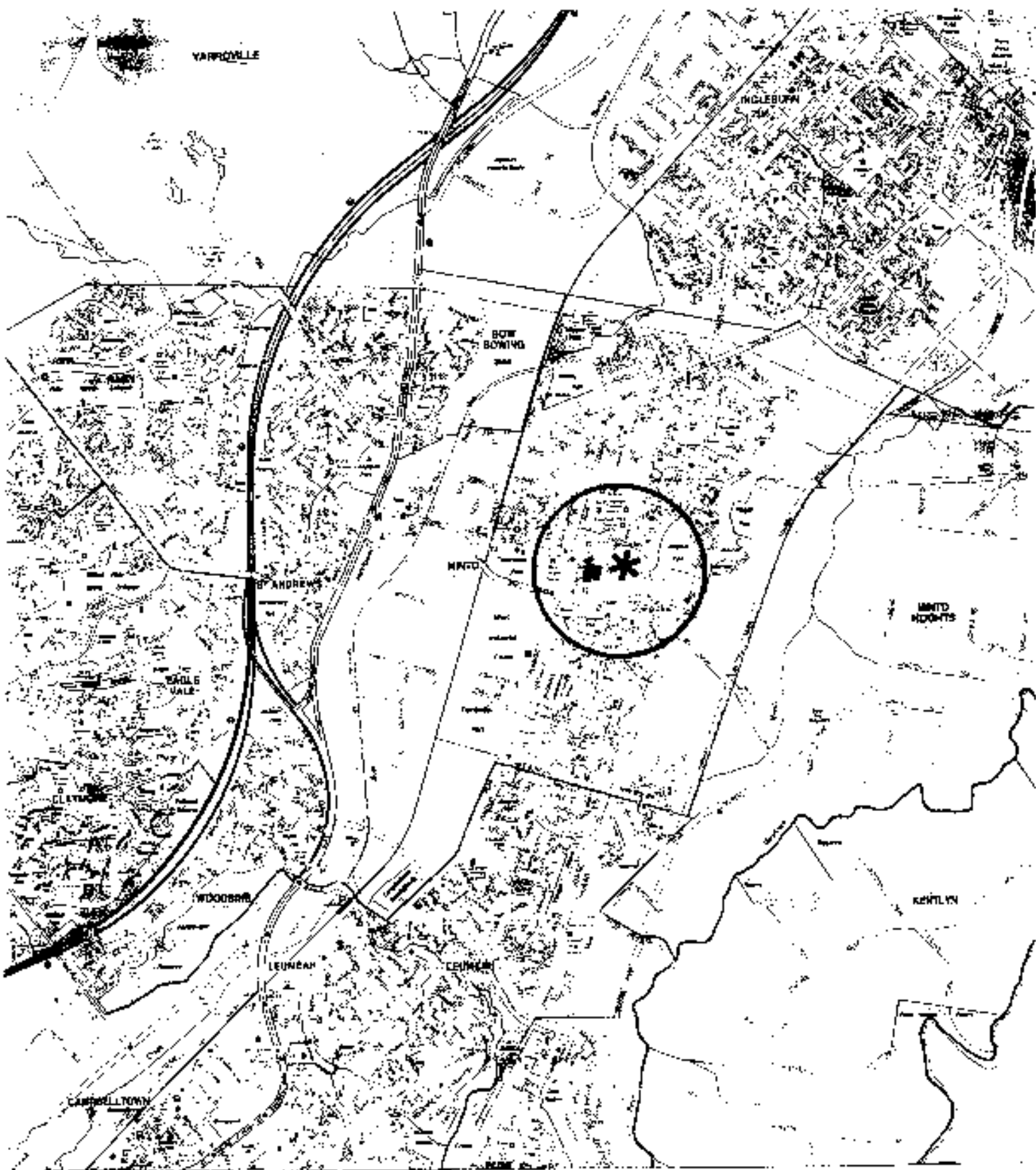
This report has been prepared for Landcom to document an assessment undertaken in relation to the potential road, traffic and transport implications of the proposed Department of Housing 'Minto Renewal' scheme (Figure 1).

The proposed scheme involves some 140 ha of both previously developed and undeveloped Department of Housing lands at Minto. The vision of the Masterplan is to:

- * create a new sustainable 'living' community for the future
- * change the residential mix to one that presents a preferable balance and integration of public and private housing
- * improve the quality of local infrastructure, public open space areas and community facilities
- * create pedestrian friendly environments incorporating a network of linked open spaces.

The scheme has careful regard for environmentally sustainable development and contemporary urban design principles with significant sections of existing older style Department of Housing development being replaced with new subdivisions which will integrate with the retained areas of residential development. Implementation of the scheme will involve 1,118 new dwelling units replacing 1,007 of former Department of Housing dwellings. The proposed new road system has the principal design objectives of:

- creating a low speed environment
- facilitating public transport services
- encouraging walking and cycling
- achieving a desirable streetscape outcome.



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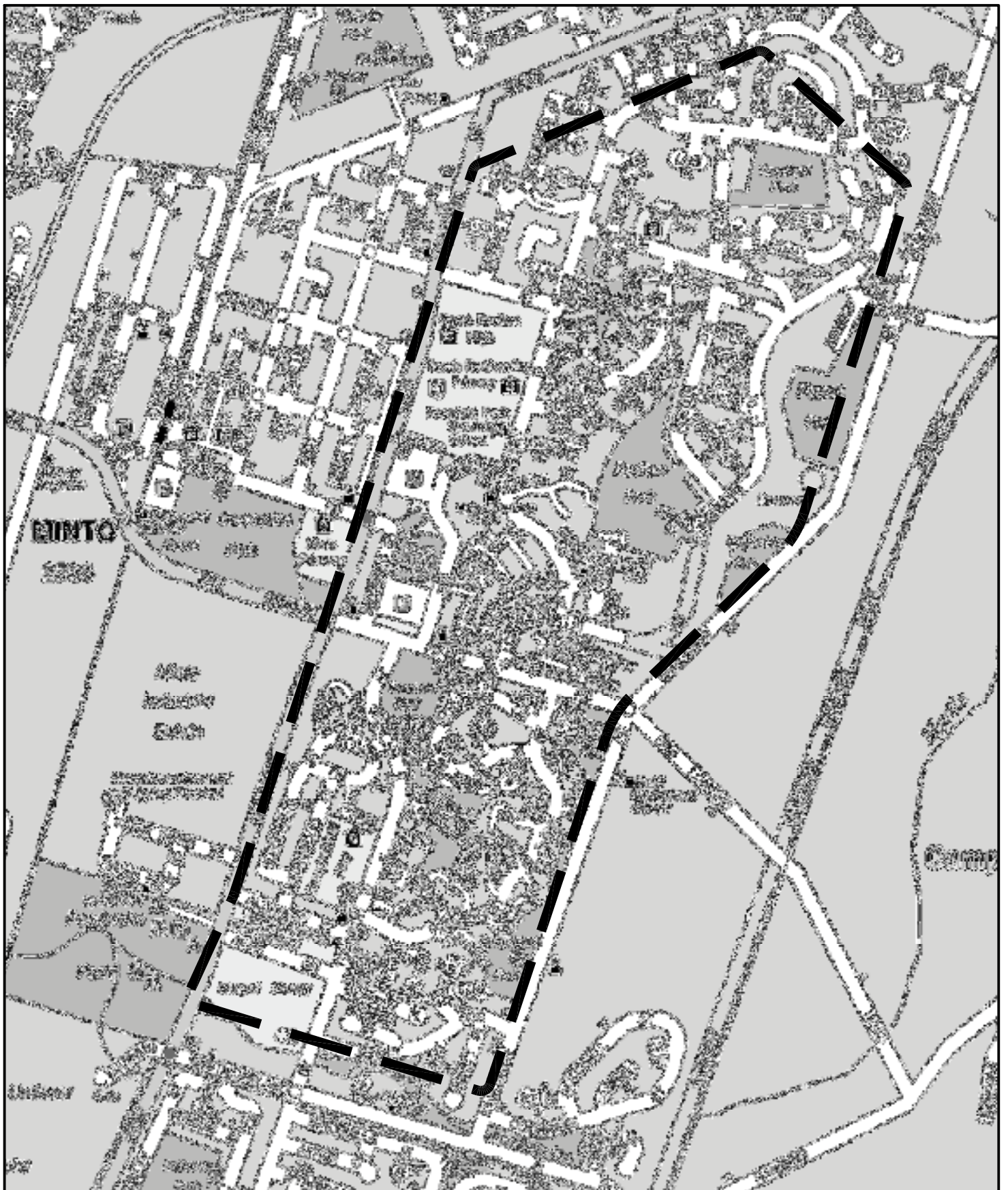


LOCATION

FIG 1

This study area is identified on Figure 2 and this assessment supplements other planning actions including preparation of a Development Control Plan. The purpose of this report is to:

- * describe the site and the existing and proposed development
- * describe the existing road, traffic and transport circumstances
- * assess the proposed road network
- * assess the potential traffic implications
- * assess the implications for transport services, pedestrians and cyclists
- * assess the traffic management outcomes.



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STUDY AREA

FIG 2

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING DEVELOPMENT

The lands which are the subject of the proposed urban renewal scheme are shown in Figure 3 and occupy an irregular shaped area of some 140 ha located just to the east of the Minto Town Centre and Railway Station.

Much of the lands were developed by the Department of Housing in the 1970's and 80's for public housing based on the 'Radburn' principals. This housing was intermingled with and largely adjoined by conventional private dwellings while the surrounding development comprises:

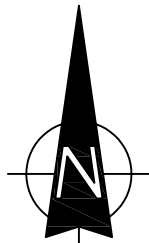
- * established residential subdivisions to the north and south
- * rural residential lots extending along the eastern side with undeveloped lands further to the east spanning Myrtle Creek
- * Minto Mall Shopping Centre and schools located along the north-western side
- * Minto town centre and railway station just to the west
- * industrial lands extending along Pembroke Road to the south-west.

The Campbelltown City Centre is located some 3 kms to the south-west while the Hume Highway arterial route passes some 2 kms to the west.

A total of 1,007 public housing dwellings are located on the Minto Estate lands with some 21% being detached cottages and 79% attached terrace style dwellings (to date some 200 houses have been vacated). There are also some 400 private



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**DEVELOPMENT
LANDS**

FIG 3

dwellings located within the study area which is bounded by Pembroke Road, Minto Road, Eagleview Road and Westmoreland Road.

2.2 PROPOSED RENEWAL SCHEME

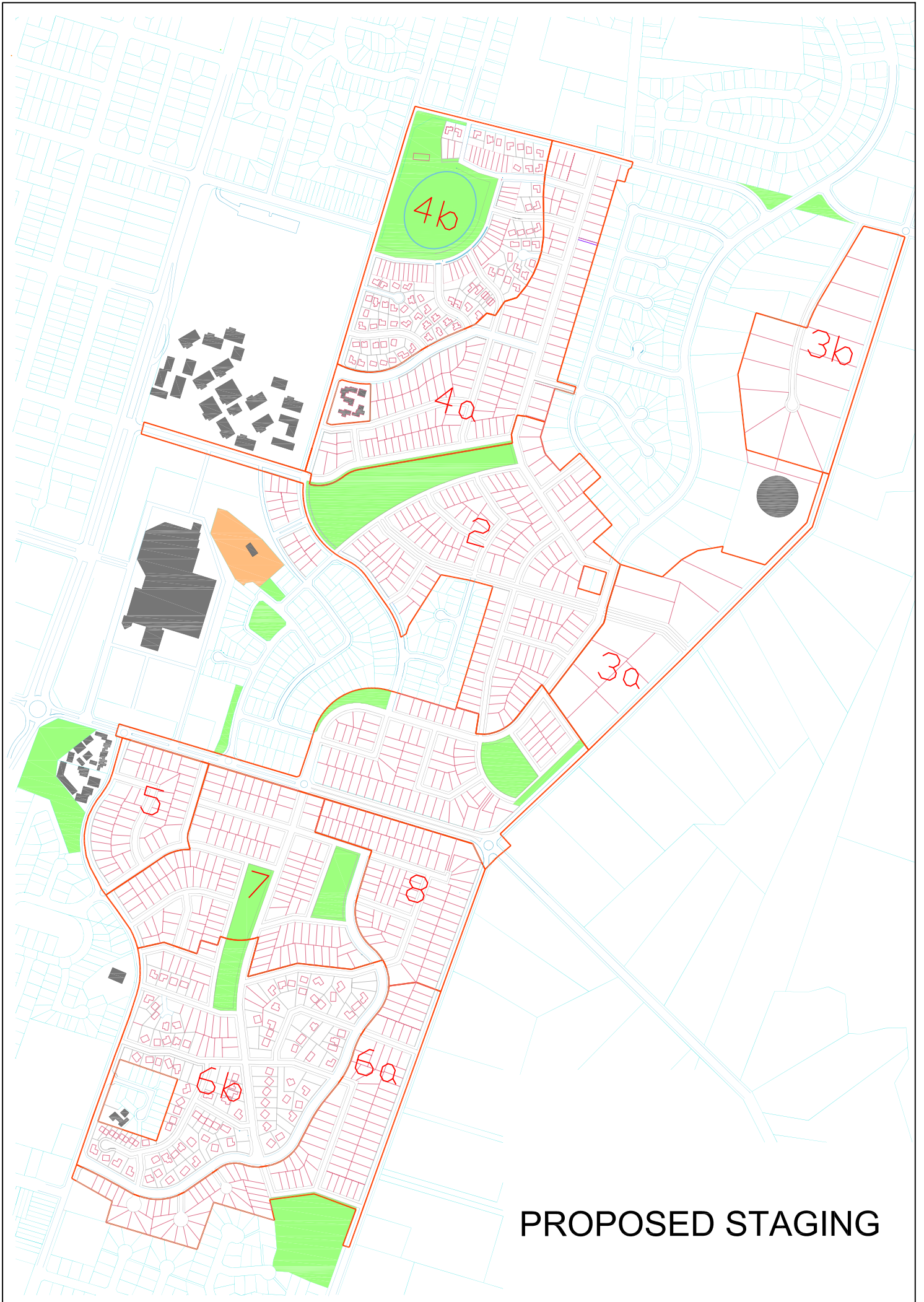
It is proposed to remove the great majority of the public housing dwellings and rearrange parts of the road system. The guiding principals for the new development include:

- * to provide public housing which is indistinguishable from the adjacent private housing
- * to create a variety of housing types and tenure mix
- * to provide a legible and functional road system which provides good connections with the surrounding areas and encourages safe and convenient access
- * to create a network of pedestrian and cycle routes which connect open space areas and community facilities encouraging walking and cycling.

The revised road system will comprise a range of road types relative to the intended functions, access and use requirements. The proposed new development will comprise a total of 1,118 dwellings of which 30% will be public housing and 70% private housing. The range of development dwelling types will comprise:

- * detached housing
- * integrated housing
- * rural residential housing.

It is proposed to implement the renewal scheme in a total of 8 stages as indicated on the following diagram.



PROPOSED STAGING