



Transport
for NSW

Ms Emma Butcher
Planning Officer
Regional Assessments
NSW Department of Planning and Environment
PO Box 39
SYDNEY NSW 2001

**Minmi Link Road (MP 10_0090 MOD 3) -
Response to Submissions**

Dear Ms Butcher

Thank you for your letter 1 May 2018 inviting Transport for NSW (TfNSW) to provide comments on the subject proposal. Please note Roads & Maritime Services will provide a separate response.

A review of the response to submissions has been undertaken and a number of issues regarding the timing and funding of infrastructure upgrades including the Minmi Road/ Link Road intersection, remain unresolved. A detailed assessment of comments and responses is provided at **Appendix A**.

If you have any further questions, Mr Lee Farrell, Transport Planner at TfNSW, would be pleased to take your call on (02) 8265 9943. I hope this has been of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

22/6/2018

Mark Ozinga
Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning Division

CD18/10927

Appendix A – Detailed Comments and Responses

5. Traffic and Transport Assessment

Comment:

The response to submissions agrees a Traffic and Transport Assessment is to be undertaken as part of the first development application for subdivision within each stage of the proposed development.

Response:

No modification to Clause 1.31.

6. Development Traffic

Comment:

The response to submissions agrees with the overarching principle that development traffic should not adversely impact the network operation generally and the Link Road/ Minmi Road intersection specifically. However, it is claimed that because the intersection in question is already under pressure and will require upgrading in the future, the proponent is precluded from contributing to the intersection upgrade.

Response:

The operation of Link Road/ Minmi Road intersection experiences poor levels of service during the morning and evening peak. Roads and Maritime have identified the Link Road corridor and the Minmi Road intersection as an area for future upgrading. The draft Cameron Road to Newcastle West (Newcastle Road) corridor strategy is currently being developed. It is scheduled to be delivered by late 2019. Government has not yet committed funding for upgrade of the network at this location.

The additional traffic from the development would likely result in deterioration in the performance of the network. As such, the proponent should propose mitigation measures that will ensure that the network does not perform any worse than at present.

Any mitigation measures would need to be discussed and agreed with Roads & Maritime Services.

7. Hunter Special Infrastructure Contribution Scheme

Comment:

The response acknowledges SIC contributions only partially offset the cost of infrastructure. Nevertheless, the strategic cost of \$45 million for the listed item reinforces the difficulties a developer would have to fund road infrastructure and upgrades of this scale.

Response:

The proponent has agreed to terms relating to the Concept Approval for 10_0090, including:

1.17 Contributions – Prior to each stage of development the proponent is required to prepare a staging plan to be endorsed by council outlining the schedule of delivery of the following:

- a. Roads, stormwater and other service infrastructure
- b. State infrastructure contributions
- c. Section 94 contributions
- d. Contributions under the \$8 million allocation
- e. Open Space, recreation facilities and community facilities

1.31 Traffic and access – Details of any proposed upgrades to the road network, including timing and funding arrangements, to accommodate the proposed development, which is to include identification of suitable pedestrian and cycle links across Minmi Road and Newcastle Link Road

The terms of the rezoning clearly state the proponent is responsible for providing the required infrastructure to access developable land.

8. Minmi Road / Link Road Upgrade

Comment:

Remove the condition: *Proposed timing for upgrades of key intersections, in particular Link Road / Woodford Street / Cameron Park Road and Newcastle Link Road / Minmi Road in accordance with RMS requirements.*

The proponent maintains that the existing intersection Minmi Road/ Link Road requires upgrading with or without the proposed development.

Response:

The upgrading of the intersection by Roads and Maritime does not preclude the proponent from mitigating the impacts of the proposed development traffic. Similarly, the inclusion of the intersection or the corridor as a SIC item, does not excuse the proponent from contributing to the upgrade of this specific intersection, as is noted in the clause 1.17 of the terms of agreement.

As noted above, funding is not committed to the upgrade of the network in this location. Until such time, the proponent will be required to fund a compatible upgrade to ensure that the performance is similar to existing with the additional development traffic.

9. The Forth Leg

Comment:

The forth leg of the intersection has been constructed in recognition of the potential future development of the adjoining land. The developer is contributing to the intersection upgrading through the payment of SIC.

Response:

TfNSW does not agree. The fourth leg was constructed to provide a degree of certainty with regards to the access point for potential development on the north side of the Link Road. The inclusion of an item in the SIC does not preclude the proponent from funding the upgrade of the intersection. The intersection will need to be upgraded to a fully signalised intersection and the proponent is responsible for the cost to upgrade the forth leg of the intersection, which provides direct access to the developable land.