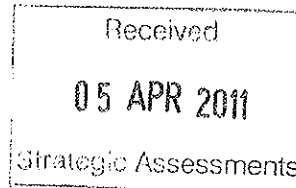


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BP/BK



Director, Strategic Assessment  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001



**Attention: Ms Dorna Darab**

**NEWCASTLE LINK ROAD (MR82): EXHIBITION OF MINMI/NEWCASTLE LINK ROAD CONCEPT PLAN, STATE SIGNIFICANT SITE STUDY AND DRAFT VOLUNTARY PLANNING AGREEMENT (MP 10\_0090)**

Dear Ms Darab,

I refer to your letter dated 24 February 2011 (Your reference: MP10\_0090), received on 1 March 2011, regarding the subject application forwarded to the Roads and Traffic Authority (RTA) for review and comment.

**RTA Responsibilities and Obligations**

The RTA's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road system, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Newcastle Link Road (MR82) is a classified (State) road. RTA concurrence is required for connections to the road with Council consent, under Section 138 of the Act. RTA consent is required for traffic control signals and facilities under Section 87 of the Act. Council is the roads authority for this road and all other public roads in the area except for the Sydney-Newcastle freeway (F3). The RTA is the roads authority for the F3.

**RTA Response and Requirements**

The RTA will require the developer to enter into a Voluntary Planning Agreement (VPA) for contributions towards designated State public infrastructure (State roads) prior to any subdivision approval on the subject site. Satisfactory arrangements clauses should be included in any amendment to the relevant Environmental Planning Instrument (LEP / SEPP) to ensure an agreement is executed to the satisfaction of the RTA. Consistent with the infrastructure requirements previously considered for the proposal and other development identified in the Lower Hunter Regional Strategy the RTA requires the following for inclusion in the VPA:

**Roads and Traffic Authority**

59 Darby Street Newcastle NSW 2300  
Locked Bag 30 Newcastle NSW 2300 DX7813  
[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

- Broader contributions to State road infrastructure will be required consistent with the currently exhibited draft State Infrastructure Contributions scheme.
- Additionally, the RTA's preference is for a works-in-kind contribution to be determined in lieu of a cash contribution. Contributions to State infrastructure do not include any of the road access requirements for the development and will be negotiated prior to any concurrence to the subdivision of the land. A clause should be included in the VPA which allows for negotiation with the RTA for these works-in-kind.
- An agreement should be established over the subject site which requires a traffic study to be delivered at each stage of the development. This agreement could cover the aspects of the developer's contributions to State Road Infrastructure, outline the requirements of the traffic study at each stage of development and staged implementation plan.

Notwithstanding the above, the RTA has reviewed the Traffic and Transport Assessment dated January 2011 and considers the study to be inadequate in addressing road and traffic issues. The RTA requests that the following preliminary requirements be adopted and additional information be provided to enable an appropriate assessment:

### Preliminary Requirements

The following preliminary RTA requirements are provided to assist the developer in addressing the traffic generating impacts of the proposed subdivision:

- The RTA will require the developer to enter into a Deed Containing Agreement (DCA) / Voluntary Planning Agreement (VPA) in relation to the scope and timing for the upgrade of the intersection of Newcastle Link Road and Minmi Road. The following initial comments are offered for consideration in relation to the DCA / VPA:

- The proposal will have a direct impact on the Newcastle Link Road / Minmi Road intersection. The existing intersection is to be upgraded to traffic signal controlled (subject to further traffic assessment – see **Additional Information** below). The cost of the upgrade of this intersection shall be fully funded by the developer.

*Comment: The intersection upgrade works required are not considered part of the broader State Road contributions outlined above. This is direct access to the development and is the proponent's responsibility to upgrade in addition to the State Infrastructure Contributions. The RTA plans to fund the upgrade of the Newcastle Link Road / Cameron Park Drive / Woodford Street intersection as part of the upgrade of the link road in association with the Hunter Expressway project.*

- The staging of the road network and the Minmi Boulevard connection to Newcastle Link Road shall be brought forward from the staging proposed by the developer. The intersection and connection into the proposed development area shall be provided prior to the commencement of either Stage 2 or 3 (subject to modelling results), not Stage 4 as currently proposed.

*Comment: The analysis undertaken indicates that both intersections along the Newcastle Link Road would not function at an appropriate Level of Service. The RTA considers that providing the Newcastle Link Road / Minmi Boulevard intersection and second connection to / from the development area would provide both the increased capacity at the intersection to accommodate the proposed development and an alternate access into the area.*

- The configuration of the upgrade of the intersection will be determined when the additional information required below has been submitted and accepted by the RTA.

- No direct property access shall be permitted to / from the Newcastle Link Road. All access to individual properties shall be via the local road network.
- No additional access / intersections will be permitted onto Newcastle Link Road except for gated emergency accesses if required by emergency authorities. The RTA will not object to emergency accesses to Newcastle Link Road, provided these are required by the relevant emergency authority and are to RTA / Council requirements.
- The Department of Planning should ensure that the developer is aware of the potential for road traffic noise to impact on future residential development of the site. In this regard, the developer, not the RTA, is responsible for providing noise attenuation measures in accordance with the Environmental Protection Authority's *Environmental Criteria for Road Traffic Noise*, should the applicant seek assistance at a later date.

### **Additional Information**

Based on the above requirements / assumptions the following additional information is required:

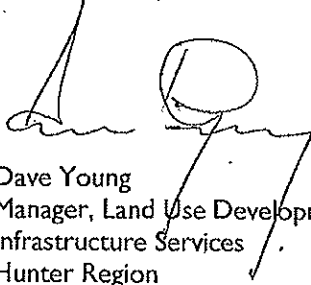
- The scope and timing of the upgrade of the Newcastle Link Road / Minmi Road intersection is not able to be determined at this stage with the information provided. The RTA requires the Traffic and Transport Assessment dated January 2011 to be updated to incorporate the following requirements:
  - Detailed information relating to trip generation and distribution for each stage shall be provided. Trip generation from the other land uses included in the development such as retail, sporting facilities and a primary school shall be included.
  - The operation of the intersections of Newcastle Link Road / Cameron Park Drive and Newcastle Link Road / Minmi Road shall be modelled for each stage of development.
  - The study provides limited information on the intersection analysis (SIDRA) undertaken in support of this project. All electronic modelling files must be provided to the RTA for review for the results of this analysis to be accepted.
  - Modelling of the proposed signalised intersection of Newcastle Link Road / Minmi Road / Minmi Boulevarde shall include provision for pedestrian crossings on all legs.

The RTA will provide further comment and respond to the concept plan on receipt of the above information.

The RTA is prepared to discuss these matters further with the Department of Planning and the developer.

Please contact me on (02) 4924 0240 should you require further advice.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dave Young', with a large circular flourish above the 'y'.

Dave Young  
Manager, Land Use Development  
Infrastructure Services  
Hunter Region

5 April 2011

CC General Manager  
Newcastle City Council

General Manager  
Lake Macquarie City Council

Mr Vijey Susindran  
Transport NSW