

325DA159; I  
11/307  
BK



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

**Attention: Mr Alan Moroney**

**JOHN RENSHAW DRIVE (MR588): EXHIBITION OF BLACK HILL EMPLOYMENT LANDS - STATE SIGNIFICANT SITE STUDY, PART 3A CONCEPT PLAN AND DRAFT VOLUNTARY PLANNING AGREEMENT (MP 10\_0093)**

Dear Mr Moroney,

I refer to your letter dated 25 February 2011 (Your reference: MP 10\_0093), 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 network, 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. John Renshaw Drive (MR588) is a classified (State) road. RTA concurrence is required for connections to the road with Council consent, under Section 138 of the Act. The Sydney-Newcastle Freeway (F3) is classified as a Freeway and is part of the National Land Transport Network. RTA consent is required for connections to this road under Section 70 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 all public roads in the area, except 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**

- 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 approval 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 a staged implementation plan.

Notwithstanding the above, the RTA has reviewed the Traffic and Transport Assessment dated October 2010 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:

- A new traffic signal controlled intersection will be required at the western access to the proposed subdivision on John Renshaw Drive.
- John Renshaw Drive is to be upgraded to dual carriageway between the proposed new western intersection and the existing Weakleys Drive / John Renshaw Drive intersection.
- The existing Weakleys Drive / John Renshaw Drive intersection is to be upgraded to a traffic signalled controlled intersection (subject to further traffic assessment – see **Additional Information** below)
- No modifications to the grade separated interchange proposed by the RTA, connecting the proposed F3 extension to John Renshaw Drive, will be permitted.

*Comment: The RTA cannot make any commitment in relation to the proposed F3 extension to Raymond Terrace. The design of this road project is not finalised and there is currently no funding or timeframe provided. Accordingly, any modelling undertaken for the Black Hill site shall exclude the proposed F3 extension. The impacts of the Hunter Expressway may be included in any analysis undertaken, as this project is currently under construction.*

- No vehicular access will be permitted directly to / from the F3. The existing access servicing the Boral Quarry is to be closed in favour of all access via John Renshaw Drive. Consideration may be given to a left in only connection on John Renshaw Drive between the proposed western intersection and the existing Weakleys Drive / John Renshaw Drive intersection

*Comment: As the design of the F3 extension project has not been finalised, consent cannot be assumed to any access directly to / from the F3. If traffic generated by the development cannot be accommodated without this access and using the existing road network, consideration should be given to reducing the scale of the project.*

- No direct property access shall be permitted to / from John Renshaw Drive. All access to individual properties shall be via the local road network.

## Additional Information

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


- The traffic 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.
- The traffic study also provides limited information on the micro-simulation model (Paramics) prepared in support of the project. Prior to reviewing 'with development' scenarios, the RTA needs to determine whether the micro-simulation base models are 'fit for purpose', and whether they have been reasonably calibrated and validated to the existing network, flows and conditions. All electronic modelling files and a detailed calibration report shall be submitted to the RTA for review. Further information on what is required to be included in the report is available from [http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/paramicsmanual\\_i.pdf](http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/paramicsmanual_i.pdf).
- Further analysis of the impacts of the proposed development on the intersection of John Renshaw Drive and Weakleys Drive is required. If the current roundabout control is not able to adequately cater for the increase in traffic due to the proposed development, alternate control measures such as traffic signals should be considered. The scope and timing of any upgrade shall be determined through modelling and shall be able to accommodate the predicted trips from the proposed development.
- An assessment of the mid-block capacity of John Renshaw Drive between the access to the proposed subdivision and Weakleys Drive shall be undertaken for each stage of development, to determine the timing for duplication of this section of road.

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,



Dave Young  
Manager, Land Use Development  
Infrastructure Services  
Hunter Region

5 April 2011

CC General Manager  
Newcastle City Council

Mr Vijey Susindran  
Transport NSW