



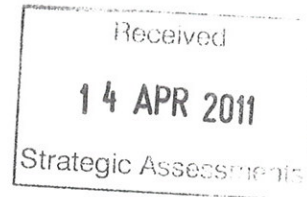
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Mr. Michael File
Director
Strategic Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Anna Johnston

Dear Mr File,

PUBLIC EXHIBITION OF MINMI/ NEWCASTLE LINK ROAD PART 3A CONCEPT PLAN (MP10_0090)

I refer to your letter dated 24 February 2011 seeking comment on the Minmi/ Link Road and Stockrington Concept Plan, State Significant Site (SSS) Study and draft Voluntary Planning Agreement (VPA). The Department of Transport (DoT) appreciates the opportunity to provide input to this matter.

The DoT has reviewed the Environmental Assessment accompanying the proposed Concept Plan, including the Traffic and Transport Study prepared by Hyder. Detailed comments on the proposal are separately attached for consideration. These comments focus on the issue of integrating public transport, together with walking and cycling, within the subject site. It is understood that the Roads and Traffic Authority (RTA) have provided separate detailed comment on traffic related matters.

Bus access to the proposal will be important to achieve a sustainable development within the subject site and consistency with targets in the NSW State Plan for Newcastle. It is recommended that the proponent contact Phil Sullivan, Regional Manager of the Northern Region, to ensure appropriate integration with bus networks can be achieved. Phil can be contacted on 4928 8701 or via email phil.sullivan@transport.nsw.gov.au.

I trust that these comments are of assistance. Should you wish to discuss this matter further, please contact Naomi Brissett on 8202 2332 or email naomi.brissett@transport.nsw.gov.au.

Yours sincerely

David Hartmann

**A/ Principal Manager, Transport Planning
Centre for Transport Planning**

CD11/02590



Transport

Detailed Comments – 8 April 2011

Opportunities and Constraints

Section 2.4 identifies a number of constraints for the proposed development. Further consideration is needed regarding transport related constraints facing the site and the capacity to achieve the following opportunities.

- *“Provision for a series of inter-connected neighbourhoods and villages located on regional transportation routes”*
- *“The ability to establish a walking distance neighbourhood structure with the majority of dwellings easily accessible to daily retail needs and close to a public transport route”*
- *“Improve existing public transport services by providing more accessible and frequent bus services”*

These matters should be addressed in consultation with the DoT at project application stage through conditions of consent, which is consistent with neighbourhood planning principles of the Department of Planning and Infrastructure’s Western Corridor Planning Strategy – Newcastle to Lake Macquarie.

The draft Statement of Commitments for the proposal should include mention of the Future Regional cycle network which connects the subject site to adjoining areas

Sustainable Transport Plan

A green travel plan for future residents of the site is requested in any conditions of consent, to further support a sustainable transport culture. Travel Demand Management (TDM) measures should be aimed at increasing the use of public transport, walking and cycling, reducing car dependency, and contributing towards meeting the mode share target for Newcastle contained within the State Plan. This aspect has been addressed in the Black Hill proposal, which is recommending a shuttle bus. How this shuttle bus service could also benefit the proposal should also be considered.