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# Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: TR/11496/jj

8 December, 2020

Transport Planning  
Traffic Studies  
Parking Studies

Harrington Estates  
1 Forestgrove Drive  
HARRINGTON PARK NSW 2567

**Attention:** Trevor Jensen  
**Email:** [trevor@harrington.com.au](mailto:trevor@harrington.com.au)

Dear Sir,

**RE: WALLSEND RESIDENTIAL PLANNING PROPOSAL**  
**INITIAL TRAFFIC REVIEW**

1. As requested, we have undertaken an initial traffic review of the planning proposal for a residential subdivision at Wallsend. Our review is set down through the following sections:

- site location;
- proposed development;
- public transport and active transport;
- access;
- traffic generation;
- traffic effects; and
- traffic and transport impact assessment (TTIA).

Site Location

2. The subject site is located at Wallsend on the western edge of the Newcastle urban area. It is currently undeveloped land, which is bounded by Wallsend and Elmore Vale to the north and east, Glendale to the south, and Edgeworth to the west. Newcastle Link Road bisects the site.

Proposed Development

3. The planning proposal is for the subject site to be subdivided for residential development, with a commercial zone located in the centre of the site. There may also be some commercial/recreational uses at the northern end of the site. Our initial traffic review has been based on the following scale of development:

- some 4,300 residential lots with some 2,100 lots located north of the Newcastle Link Road and some 2,200 lots located to the south;

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## Colston Budd Rogers & Kafes Pty Ltd

- a commercial zone located in the centre of the site (south of the Newcastle Link Road) including a neighbourhood shopping centre and highway based development fronting Newcastle Link Road; and
- a school located south of side of the Newcastle Link Road.

### Public Transport and Active Transport

4. The site currently has limited access to public transport services, given its location of on the western edge of the Newcastle urban area. To encourage travel by means other than private car the following measures should be investigated:
  - site design to include integrated connections and links for cyclists and pedestrians within and external to the site; and
  - the internal roads to be designed to accommodate the extension of existing bus routes to service the new residential and other components of the development.

### Access

5. The main access to and from the proposed development would be via the existing roundabout located on Newcastle Link Road about midway along the site frontage. This would also connect the northern and southern parts of the site. Secondary access would be provided to:
  - Lake Road (via the College Road);
  - Main Road (via Frederick Street);
  - Bulkara Street (via the former mine entrance); and
  - Minmi Road (via a future road to the North Lakes Drive roundabout).
6. Within the site, an appropriate road hierarchy will be provided with roads designed to Council standards.

### Traffic Generation

7. TfNSW Guidelines suggest the following generation rates for residential subdivisions (external to the site):
  - 0.78 vehicles per hour per dwelling (two way) in the weekday AM peak hour; and
  - 0.78 vehicles per hour per dwelling (two way) in the weekday AM peak hour
8. Applying these rates the 4,300 residential lots would generate some 3,350 vehicles per hour (two way) in the weekday morning peak hour and some 3,050 vehicles per hour (two way) in the weekday afternoon peak hour.
9. Traffic generated by the neighbourhood centre and highway based development in the centrally located commercial zone would be from the new residential lots or passing trade along the Link Road.

Traffic Effects

10. The subject site is well located to gain access to a number of arterial road (Newcastle link Road, Lake Road and Main Road) as well as being in close proximity to the M1 Motorway and Hunter Expressway (both located to the west). However, some of these roads are currently operating at or near capacity and will be under more pressure as future development occurs in the area. TfNSW is currently undertaking a corridor study for the Newcastle Link Road (from the CBD to the Hunter Expressway). We understand this is investigating improvements for pedestrian, cycling, public transport and traffic movements along the corridor.

Traffic and Transport Impact Assessment (TTIA)

11. Given the scale of the development, the ongoing Gateway process for the rezoning should include preparation of a TTIA (prepared in consultation with TfNSW and the relevant Council), which should include:
- details of traffic generation and distribution for each stage of development;
  - intersection analysis and micro-simulation modelling to determine the impact of traffic generated by each stage of development on the regional and local road network (taking into account the cumulative traffic from background growth, other developments and the proposed development);
  - details of any proposed upgrades to the road network, including timing and funding arrangements to mitigate the traffic effects of each stage of development; and
  - proposed measures to promote travel by public and active transport modes, including suitable pedestrian and cycle links across Newcastle Link Road.
12. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,  
COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers  
Director