



30 April 2019

General Manager  
Upper Hunter Shire Council  
PO Box 208  
Scone NSW 2337

**Attention: Mathew Pringle**

**NEW ENGLAND HIGHWAY (HW9): PLANNING PROPOSAL 1/2018, REZONE LAND TO ENABLE DEVELOPMENT OF A HIGHWAY SERVICE CENTRE, LOT: 243 & 244 DP: 613258 LOT: 23 DP: 562600, 61-79 ABERDEEN STREET, SCONE**

Reference is made to Council's letter dated 20 March 2019, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Clause 104 / Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime understands the proposal to be for the rezoning of 61 - 79 Aberdeen Street, Scone, to allow the construction of a Highway Service Centre (HSC). The lots are currently zoned RU4 Primary Production Small Lots.

Roads and Maritime Response

Transport for NSW and Roads and Maritime'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.

Roads and Maritime have reviewed the submitted documentation and make the following comments:

**Planning Proposal report by Stevens Group dated May 2018**

- Within the introduction (section 1.0), the following statement is made:

*A key consideration in the design of the by-pass has been the location of the proposed interchange on the north western end of St Aubins Street and the potential for a Highway Service Centre within the vicinity of the bypass on/off ramp.*

Roads and Maritime do not agree with this statement. The design of the bypass has been made to provide additional connectivity to Liverpool Street, connecting the bypass to the west of Scone. The provision of the St Aubins Street connection has not been made to facilitate any future service centre in

proximity of this intersection. This statement should be modified or removed from the Planning Proposal.

- Section 2.1 states that the service centre development is intrinsically linked with the construction of the bypass. Roads and Maritime does not support this statement.
- Section 4, Part 3 implies that motorists are not presented with the ability to stop at Scone. The bypass provides 3 intersections of a length of approximately 4km providing for all turning movements at each intersection. Visitation will be further improved with the incorporation of 'by-pass town' signage. The planning proposal and supporting reports neglects the fact that provision has been made to allow direct access to the south, central and northern districts of Scone in support of existing businesses. The proposal should make consideration of the above.

#### **Economic Impact Assessment by Hill PDA dated April 2018**

- Section 5.4 – Impact on Scone Town Centre. There is insufficient review of negative impacts, with the assessment implying that any loss in trade will be a result of the bypass. Negative impacts in review of loss of trade from other similar businesses needs to be considered as a direct impact of this development proposal.

#### **Concept Stormwater Strategy by Northrop dated 26 February 2018**

- The stormwater strategy states that the service centre is inherently linked with the construction of the bypass, and the pre-developed scenario should therefore be considered as pre-bypass, with the net-change in flood levels considered following the construction of both the bypass and service centre. Roads and Maritime do not agree with this statement as the Service Centre should be assessed based on its own impacts.
- The stormwater strategy indicates that flood levels for the 1% AEP will increase by at least 100mm at surrounding properties and 500mm across St Aubins Street. This would not appear to be acceptable, and Council should consider this impact.

#### **Traffic Assessment Report by BJ Bradley & Associates dated 25 March 2018**

- No intersection modelling has been carried out to confirm delay times, queue lengths and intersection performance of the bypass with St Aubins Street, Aberdeen Street, Liverpool Street or the bypass. The suitability and safety of the seagull intersection at St Aubins Street within the proposed 100km/h bypass corridor, with the additional traffic from the HSC is to be assessed.
- A Road Safety Audit should be conducted by a qualified team to review safety on the roads surrounding the proposed HSC and for the increased traffic accessing the St Aubins Street intersection with the bypass.
- It is unclear to whether connection to St Aubins Street is 'Exit Only' as described in Section 10.0 of the Traffic Assessment Report, or Entry/Exit as indicated on the plans. Any driveway proposed on St Aubins Street should be restricted to left in and left out and the concrete median proposed to be extended to reinforce this restriction.
- The trip generation rates from the RMS guide are reduced in the AM peak for the take-away food outlets, convenience store / service station, and motel. The rate of reduction is based on the opinion of

the consultant and not based on evidence. It is recommended that surveys of similar existing facilities be undertaken to determine likely traffic generation rates in the AM peak.

- The trip generation of the service station as part of a HSC is to be based on surveys and not the Guide to Traffic Generating Developments. The Guide indicates that the trip generation is based on the size of the convenience store, however the HSC is not located within a Scone CBD with nearby competition.

### **Stormwater and Civil Engineering Plans by Northrop dated 18 December 2017**

Roads and Maritime undertook a design review of the Stormwater and Civil Engineering Plans. This design review does not assess the suitability of the proposed bypass / St Aubins Street intersection for the HSC traffic, but details issues with the proposal being sited at the intersection. The following comments are made, with further detail / comments provided in Attachment A.

- Due to the southbound upgrade on the Scone Bypass, larger vehicles and towing vehicles will be traveling slow southbound affecting the through traffic on scone bypass. Therefore a 450 metre acceleration lane would be required in the southbound direction to get the increased intersection traffic to 100km/hr safely. This may result in bridge and embankment widening being require. Refer to Austroads 4a, Table 5.5.
- St Aubins Street in the vicinity of the bypass road will require shoulder widening as it is narrow. The increased traffic in and out of the intersection will result in left turning vehicles needing to go around the extended right turning queue.
- St Aubins Street driveway entry needs to be left in left out to control traffic safely. A raised median from scone bypass plans should be extended in St Aubins Street to block right turn in and out of development.

### **Other comments**

The Council maintained rest stop facility at Murrurundi provides parking for an estimated eight heavy vehicles (shared between northbound and southbound). The estimated current and future demands for this section of the highway (between Muswellbrook and the Kamilaroi Highway) have been estimated at 19 parking spaces. This indicates that there is a deficit of eleven parking spaces for heavy vehicles on this section of the New England Highway.

In considering the suitability of the site, Roads and Maritime recommend that the following also be considered:

- Suitability of required need to increase the number of parking spaces for heavy vehicles, and can accommodate 30 metre PBS 2B heavy vehicles,
- Consider the position of the heavy vehicle parking area to minimise the impact of headlight glare from vehicles entering/exiting the site,
- Consider the location of the heavy vehicle parking area, in regards to the proximity to the restaurant/service station back of house areas and the drive through which is likely to generate noise impacts for resting heavy vehicle drivers,
- Consider the layout of the heavy vehicle parking area as angled (herringbone) or end-to-end parking are preferred over parallel parking arrangements

## Advice to Council

- Liverpool Street is a Regional Road, and the setback of 5 metres from boundary to be checked.
- Aberdeen Street is proposed to be reclassified as a regional road between Liverpool Street and St Aubins Street. The setback of 15 metres is to be checked.
- St Aubins Street is proposed to be reclassified as a regional road between Aberdeen Street and the bypass. The proposed 6m setback is to be checked
- The bypass will be a Controlled Access Road. The 6m setback is to be checked.
- Other areas for consideration by Council.
  - Noise and light spill impact from the development and additional traffic on existing residents,
  - Potential environmental impact (contamination) of water table,
  - Negative impact on existing businesses,
  - Negative impact (reduced growth) to other existing business areas, such as the industrial/commercial development at the north of Scone.
- A HSC may be better suited at the proposed interchanges located at the northern and southern ends of the bypass by providing safer access points for heavy vehicle movements to and from the bypass.

Should you require further information please contact Marc Desmond on 0475 825 820 or by emailing [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au).

Yours sincerely



Peter Marler  
**Manager Land Use Assessment**  
**Hunter Region**  
*Attachment A – Design Review*