

14 August 2020

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 - PUBLIC EXHIBITION LOT: 243 & 244 DP: 613258 LOT: 23 DP:562600, 61-79 ABERDEEN STREET, SCONE**

Transport for NSW (TfNSW) advises that legislation to dissolve Roads and Maritime Services and transfer its assets, rights and liabilities to TfNSW came into effect on 1 December 2019. It is intended that the new structure will enable TfNSW to deliver more integrated TfNSW services across modes and better outcomes to customers and communities across NSW.

For convenience, correspondence, advice or submissions made to or by Roads and Maritime Services prior to its dissolution, are referred to in this letter as having been made to or by 'TfNSW'.

On 16 June 2020, TfNSW accepted the referral by Upper Hunter Shire Council (Council) via letter regarding the abovementioned Public Exhibition Notice (Exhibition Notice) . Council referred the Exhibition Notice to TfNSW for comment. This letter is a submission in response to that referral.

TfNSW understands the planning proposal to be for the amendment of Upper Hunter Local Environmental Plan to enable 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.

TfNSW Response & Requirements

TfNSW'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.

It is noted that Council previously referred this rezoning proposal to TfNSW via a letter dated 20 March 2019. TfNSW has reviewed the documentation submitted with that referral and provided comments in a letter dated 30 April 2019. A copy of this letter is attached.

Additional information received from Council on 14 July 2020 via an email stated that the only additional information Council received from the applicant in relation to traffic impacts is the a letter from SECA Solution dated 17 June 2019 in response to the letter from TfNSW dated 30 April 2019.

All other documents submitted with the Exhibition Notice are the same documents TfNSW previously commented via its letter dated 30 April 2019.

TfNSW has reviewed the referred information and provides the following comments:

- Ensure that applicant complies with TfNSW letter dated 30 April 2019. A copy of the letter is attached.
- Feedback for the letter from SECA Solution dated 17 June 2019 is provided in the Table attached with this letter (Attachment A).

### Advice to Council

TfNSW recommends that the following matters should be considered by Council in determining this proposal:

- TfNSW has no proposal that requires any part of the property.
- The Scone Bypass is now constructed and open to traffic.
- Council should include any access restrictions directly to the entire length of the highway if the Bypass is subject to and/or incorporated into any LEP, DCP or similar planning instrument/policy.
- Council should ensure that the applicant is aware of the potential for road traffic noise to impact on development on the site, in particular, noise generated by the New England Highway, a classified State road (HW9)) In this regard, the developer, not TfNSW, is responsible for providing noise attenuation measures in accordance with the *NSW Road Noise Policy 2011*, prepared by the department previously known as the Department of Environment, Climate Change and Water.

If the external noise criteria cannot feasibly or reasonably be met, TfNSW recommends that Council apply internal noise objectives for all habitable rooms with windows that comply with the Building Code of Australia.

Should you require further information please contact Kumar Kuruppu, Development Assessment Officer, on 4908 7688 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

	TfNSW Issue (30 April 2019)	SECA Solution response (17 June 2019)	TfNSW Comment/ Requirements (14/08/2020)
1	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 100km/h bypass corridor, with the additional traffic from the HSC is to be assessed.	Sidra modelling can be completed to assess any potential delays and queues associated with vehicles turning off the bypass into Aberdeen Street. Similar assessment can also be completed for the other intersections adjacent to the subject site. However current traffic flows in this location are very low and whilst the bypass connection will increase these flows it is not considered that the intersections will not have adequate capacity. Sidra modelling can be completed, and any road network upgrades identified will be completed in accordance with Austroads Guidelines and Council requirements as appropriate.	Comment noted.  The issue raised by TfNSW needs to be addressed.
2	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.	A detailed Road Safety Audit can be completed based on Austroads Guidelines and all issues identified will be rectified as part of the detailed design process.	Comment noted.  The issue raised by TfNSW needs to be addressed.
3	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 design of the access point on St Aubins Street allows for left in and left out only and a raised central median will be provided to enforce this.	Comment/information noted.  The issue raised by TfNSW needs to be addressed.

	TfNSW Issue (30 April 2019)	SECA Solution response (17 June 2019)	TfNSW Comment/ Requirements (14/08/2020)
4	<p>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.</p> <p>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</p>	<p>Surveys of similar sites can be undertaken to confirm the appropriate trip rates for the project. However, it is noted that the standard RMS rates have been adopted for the project and therefore provided conservative approach to the assessment. Given the location of the site, it is considered that the vast majority of vehicles would be passing trade and the extent of additional traffic generated by the project would be relatively low.</p>	<p>Comment noted.</p> <p>The issue raised by TfNSW needs to be addressed.</p>
	<p>Suitability of required need to increase the number of parking spaces for heavy vehicles, and can accommodate 30 metre PBS 2B heavy vehicles.</p>	<p>It is noted in the REF for the project prepared by GHD that all intersections are designed to cater for 25 metre B-double road trains. The RMS requirement for 30 metre PBS 2B heavy vehicles is therefore not supported for the project.</p>	<p>New England Highway is within Regional NSW Freight Road Network. As such, is recommended to consider provisions for 30m PBS 2B vehicles.</p>

	TfNSW Issue (30 April 2019)	SECA Solution response (17 June 2019)	TfNSW Comment/ Requirements (14/08/2020)
	<p>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.</p>	<p>The provision of a left turn acceleration lane is not required as a direct consequence of the project. It is considered that the design of the intersection of St Aubins Street with the proposed bypass should take into account the requirement for a left turn acceleration lane on the bypass. It is considered that there would be demand for this movement other than that created by the project site, with existing industrial users located on the western side of the railway line that would access the bypass via St Aubins Street. The community raised this as an issue in the preparation of the REF (Table 5-2) and the REF did not address the left turn out demand from St Aubins Street. It is considered that a minimum left turn lane should have been designed and allowed for, to accommodate the left turn demand from local residents in this location, allowing for a safe left turn into a 100 km/h speed zone.</p>	<p>Comments noted.</p> <p>The highway service center is proposed to serve light vehicles and heavy vehicles including B-doubles. There will be increase in left turn movement at this intersection as a result of proposed development. As such, the issue raised by TfNSW need to be addressed.</p>