

14 June 2019

P0842C Aberdeen Valley Fair - Response to Planning Panel Comments

Enef Investments Pty Ltd  
C/- dwp  
16 Telford Street  
Newcastle NSW 2300

**Attn: David Rose**

Dear David,

**Proposed Commercial Development (Aberdeen Valley Fair), New England Highway, Aberdeen, NSW.**

Further to our recent meeting, we have reviewed the comments provided from the Hunter and Central Coast Regional Planning Panel (dated 8<sup>th</sup> May 2019) and provide the following responses and advice to support the proposed commercial development located at the corner of the New England Highway and Perth Street, Aberdeen (DA 96/2017).

Please do not hesitate to contact me on 4032 7979, should you have any queries.

Yours sincerely,



**Shaun Lear**  
*Traffic Engineer*

**Attachments:**

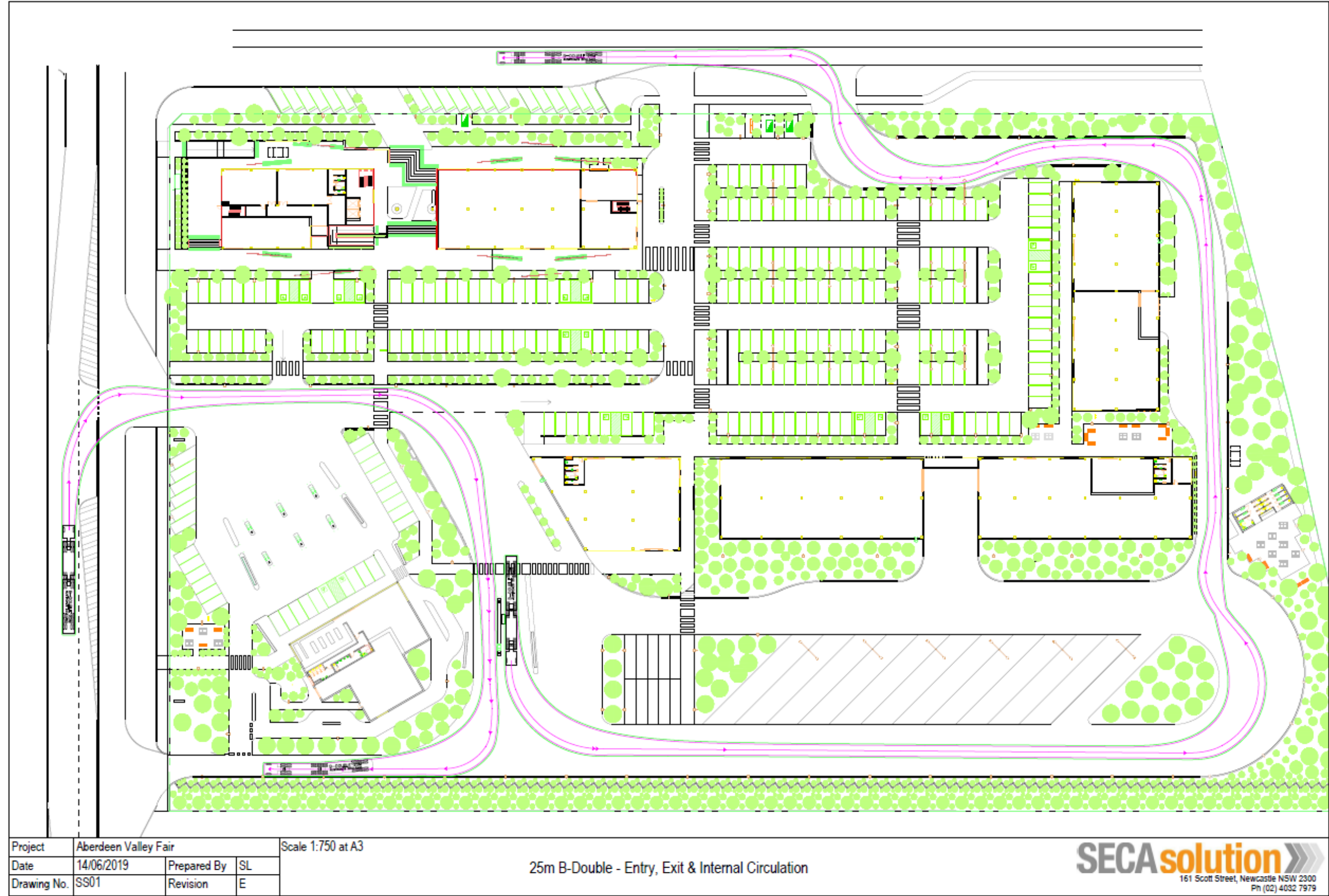
Attachment A - Response to Hunter and Central Coast Regional Planning Panel  
Attachment B - Swept Paths (Autoturn)

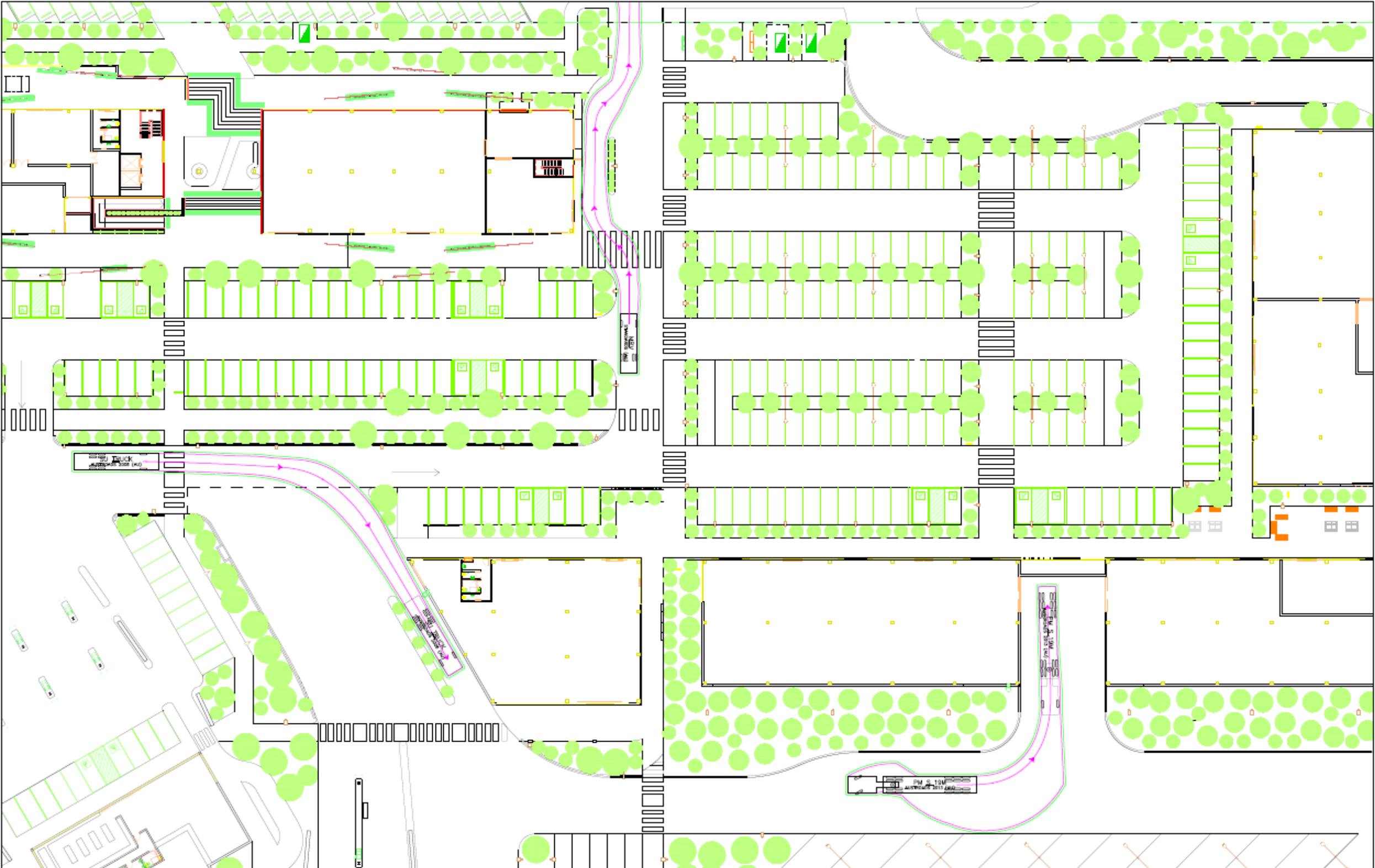
## Attachment A – Response to Hunter and Central Coast Regional Planning Panel

Table 1 - Summary of Planning Panel Comments and Seca Solution Pty Ltd responses.

Hunter and Central Coast Regional Planning Panel Comment	Seca Solution Pty Ltd Response
Submission of amended plans (including landscape details) which move the proposed acoustic fence to be a minimum of 6 metres from the southern boundary, and provide a minimum landscaped area of 2m on the northern side of the fence.	Revised plans have been reviewed by Seca Solution Pty Ltd and swept paths prepared to confirm that the relocation of the fence and associated changes to the internal roadways do not impact upon the circulation of traffic (including B-Doubles through the site).
Submission of amended plans showing swept paths and circulation routes for the driveway areas surrounding the truck parking area, with a view to reducing the amount of paved area and increasing capacity for landscaping. In requesting circulation routes, the Panel is of the view that all traffic movements should follow a forward path, and not require U-turns within the driveway areas.	<p>Swept paths have been prepared by Seca Solution Pty Ltd to confirm the manoeuvring requirements for B-Doubles within the truck parking area, and the internal roads amended accordingly (<b>Attachment B</b>).</p> <p>The swept paths demonstrate that all access through the site can occur in a forward direction, with no requirements for heavy vehicles or light vehicle traffic to undertake a U-turn within the driveway areas.</p>
Submission of amended plans that relocate or redesign the loading area to the supermarket to enable access and manoeuvring without impacting upon the main entry driveway from Perth Street or the proposed bottle-shop drive-through. The Panel does not support any reversing from the main driveway and across the drive-through lanes. The amended plans are to address possible larger vehicle types required for loading, as well as providing details on the acoustic and visual treatment of the loading area given its proximity to residential properties.	<p>Revised plans have been reviewed by Seca Solution Pty Ltd and swept paths prepared to confirm that an 8.8m medium rigid truck can access the loading area in a forward direction without the need to undertake a reverse manoeuvre within the main driveway.</p> <p>Advice from the design team is that servicing of the supermarket and bottle shop via the loading area shall be restricted to vehicles no larger than an 8.8m medium rigid truck with appropriate conditions imposed on this use.</p>
Provide further detail on the main entry driveway treatment for Macqueen Street (New England Highway), including measures proposed to separate and manage different vehicle types, routes and destinations within the site.	<p>The main entry driveway off the New England Highway shall provide for a channelised right turn lane and left turn deceleration lane in accordance with the Austroads Guidelines. This driveway shall provide one-way access for both light and heavy vehicles off the New England Highway with suitable wayfinding signage to be provided within the site to delineate the circulation routes for light and heavy vehicle traffic.</p> <p>Southbound egress onto the New England Highway shall be provided by a separate one-way driveway south of the main entry. This shall be restricted to left turns out only (southbound) with a raised central median to be provided on the New England Highway to physically prevent right turns out. This egress shall accommodate both light and heavy vehicle traffic.</p> <p>Connection northbound onto the New England Highway shall be available via the two driveways onto Perth Street with new traffic signals to be installed at the intersection of Perth Street / New England Highway. Separate egress</p>

	is available for heavy vehicles onto Perth Street from the eastern most driveway .
Provide further detail on Stage 1 concept intersection treatment at the corner of Perth Street and Macqueen Street, and how this relates to the Stage 2 provision of traffic signals. Detail is also to be provided on the ability to provide safe pedestrian access to the Stage 1 development given the nature of the uses proposed.	<p>Staging of the development has been revised with the proposed supermarket and service station to be constructed as Stage 1 and the bulky goods retail as Stage 2.</p> <p>Traffic signals will therefore be provided as part of Stage 1 of the development, and shall include marked foot crossings on each leg of the intersection in accordance with the RMS Guide to Traffic Signal Design.</p>





Project	Aberdeen Valley Fair		
Date	14/06/2019	Prepared By	SL
Drawing No.	SS02	Revision	E

Scale 1:400 at A3

19m Semi Trailer (R3 Bulky Goods), 12.5m HRV (R2 Bulky Goods), 8.8m MRV (Supermarket)



25m B-Double - Internal Circulation



Project	Aberdeen Valley Fair		
Date	14/06/2019	Prepared By	SL
Drawing No.	SS04	Revision	E

Scale 1:400 at A3

19 Semi-Trailer (Petrol Tanker) - Access Fill Point