

From: Development North <Development.North@transport.nsw.gov.au>
Sent: Tuesday, 7 June 2022 1:36 PM
To: Holly Hutchens
Cc: David Ryner; Marg Johnston
Subject: TfNSW Response - DA2021/01530 - 854 Hunter Street Newcastle West
Attachments: NTH22_000890_3 - 20220525 - TfNSW Response - DA2021.01530 - 854 Hunter Street Newcastle West.pdf

Follow Up Flag: Follow up
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[EXTERNAL] This email originated from outside of the organisation.

Hi Holly,

Further to our letter dated 25 May 2022 and discussion on 6 June 2022, Transport for NSW (TfNSW) raises no objection to or requirements for the proposed development as it is considered there will be no significant impact on the nearby classified (State) road network and intersection of Stewart Avenue/Hunter Street Newcastle West intersection.

Regards,

Kate Leonard (she/her)
Development Services Case Officer
Development Services
Regional and Outer Metropolitan
Transport for NSW

T 1300 207 783 M 0428 260 461 E development.north@transport.nsw.gov.au

W transport.nsw.gov.au

Newcastle Regional Office, Region North
6 Stewart Avenue, Newcastle NSW 2302
Locked Bag 2030, Newcastle NSW 2302



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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25 May 2022

File No: NTH22/00089/03
Your Ref: DA2021/01530

Chief Executive Officer
City of Newcastle
PO Box 489
NEWCASTLE NSW 2300

Attention: Holly Hutchens

**HUNTER STREET (MR464): DA 2021/01530, DESCRIPTION OF DA, LOT: 2 DP: 1271240, 854
HUNTER STREET NEWCASTLE**

I refer to the abovementioned Development Application referred to Transport for NSW (TfNSW) on 30 November 2021 for comment in accordance with Section 2.121 / Schedule 3 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

Stewart Avenue (MR316) is a classified State road and Hunter Street is a Regional road. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the Roads Act 1993.

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

- Council should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
- All matters relating to internal arrangements on-site such as traffic / pedestrian management, parking, manoeuvring of service vehicles and provision for people with disabilities are matters for Council to consider.

- **Background Growth:**

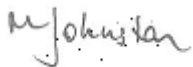
It is noted that the background growth rate is not derived from the Strategic Traffic Forecast Model (STFM) and has been based on the proponent's professional judgement.

A preliminary review of the STFM suggests that:

- background growth on Stewart Avenue is less than 2%,
 - background growth is directional, and should be applied as such (e.g. outbound trips in the AM are unlikely to be high given that these trips would be leaving the Newcastle Central Business District (CBD).
- TfNSW estimates that the number of additional vehicle movements that would travel through Hunter Street/Stewart Avenue intersection is greater than the number forecasted by the proponent's traffic assessment.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW for our records. Should you require further information please contact Kate Leonard, Development Services Case Officer, on 1300 207 783 or 0428 260 461 or by emailing development.north@transport.nsw.gov.au.

Yours sincerely



Marg Johnston

Team Leader Development Services
North Region | Community & Place
Regional & Outer Metropolitan

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