

1 December 2021

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

**Attention: Paul Smith**

**GUNDY ROAD (MR105): DA 163/2017, S8.2 REVIEW – 392 LOT TORRENS TITLE  
SUBDIVISION, 150 GUNDY ROAD SCONE**

I refer to the abovementioned Development Application referred to Transport for NSW (TfNSW) on 27 October 2021 for comment in accordance with Clause 104 / Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

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.

Gundy Road (MR105) is a classified Regional road. Council is the roads authority for this road 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:

- TfNSW does not support any intensification of the left-in / left-out arrangement at Kelly Street / New England Highway. All vehicular access arrangements (emergency or otherwise) must be provided the local road network.

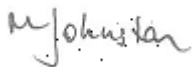
Advice to Council

- TfNSW considers that Gundy Road, as a classified regional road, is the responsibility of Council. Input from TfNSW will only need to be involved for the construction or alteration to any Traffic Control Signals. As such, the proposed intersection treatment at the entry to the proposed subdivision is for the assessment and consideration of Council.

- Council should consider an upgrade of the intersection of Gundy Road and Kelly Street to provide a right turn out storage lane along Gundy Road to manage the additional queuing and LOS reductions.
- Council should consider an extension of the existing 50km/h zone passed the new development and remove the existing 60km/h zone currently east of Barton Street. Formal approval through the Local Traffic Committee (or similar) will be required to formalise this arrangement.
- Council should consider together with the local bus company, public transport routes for buses and how residents are able to conveniently access a formal bus stop.
- TfNSW emphasizes the need for active transport facilities to support walking and cycling to key destinations such as schools, community facilities and the Scone CBD.
- 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.
- Council should have consideration for appropriate sight line distances in accordance with Section 3 of the *Austroads Guide to Road Design Part 4A (Unsignalised and Signalised Intersections)* and the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the proposed driveway promotes safe vehicle movements.
- TfNSW highlights that in determining the application under Part 4 of the Environmental Planning & Assessment Act, 1979 it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development.

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 Masa Kimura, Development Services Case Officer, on 02 4908 7688 or 0407 707 999 or by emailing [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au).

Yours sincerely



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