

23 March 2020

Department of Planning, Industry & Environment  
Key Sites and Industry Assessments  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Lewis Demertzi**

**SSD 10378 – MIXED USE DEVELOPMENT INCLUDING COMMERCIAL/RETAIL AND HOTEL ACCOMODATION, 42 HONEYSUCKLE DRIVE (LOT: 22 DP: 1072217)**

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 12 March 2020, TfNSW accepted the referral by Department of Planning, Industry and Environment (DPIE) through the Planning Portal regarding the abovementioned application. The site is identified as being within the 'Honeysuckle Site', an area listed in Schedule 2 Section 2 of the *State Environmental Planning Policy (State & Regional Development) 2011*. As the proposal is within the Honeysuckle Site, and has a CIV of more than \$10 million, the development is deemed to be SSD.

TfNSW understands the proposal to be for:

- 5,311sqm office,
- 179 room hotel,
- 50sqm Café,
- 372sqm bar, and
- 173 parking spaces.

**TfNSW Response & Requirements**

TfNSW's primary interests are in the road network, traffic and broader TfNSW 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.

Hannell Street is a classified State road (MR316). Honeysuckle Drive is a local road. Council is the roads authority for this and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the referred information, including the Traffic Impact Assessment (TIA) by Intersect Traffic dated February 2020, and provides the following comments to assist the consent authority in making a determination:

- The intersection of Hannell Street and Honeysuckle Drive has been observed to operate poorly particularly in the PM peak. TfNSW does not consider that the modelling provided within the TIA has been adequately calibrated as the queuing regularly extends several hundred metres.
- TfNSW have previously recommended to both the City of Newcastle (Council) and HCCDC that a study be undertaken to determine the impact of continuing intensification of the Honeysuckle catchment on the Hannell Street and Honeysuckle Drive intersection, and Hannell Street.
- It is noted that the upgrade of Honeysuckle Drive is underway which will increase vehicle storage on approach to the Hannell Street Traffic Control Signals (TCS), likely improving the operation of the TCS.
- TfNSW consider that the subject development will be a smaller contributor to the overall congestion than the remaining development sites along Honeysuckle Drive, and raise no objection to the proposal.
- TfNSW note that development within the Honeysuckle catchment may not be supported by TfNSW in future in the absence of adequate planning to mitigate the impact of the catchment intensification, and equitable funding mechanisms to resolve the impact on the intersection and Hannell Street.

#### Advice to DPIE

TfNSW recommends that the following matters should be considered by DPIE in determining this development:

- TfNSW has no proposal that requires any part of the property.
- DPIE 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.
- DPIE 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.

- DPIE should ensure that the applicant is aware of the potential for traffic noise to impact on development on the site, in particular, noise generated by the Light Rail corridor. In this regard, the developer, not TfNSW, is responsible for providing noise attenuation for all habitable rooms with windows that comply with the Building Code of Australia.

On DPIE's determination of this matter, please forward a copy of the Notice of Determination to TfNSW for record and / or action purposes. 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

A handwritten signature in black ink, appearing to read 'Peter Marler', with a stylized flourish at the end.

**Peter Marler**  
Manager Land Use Assessment  
Hunter Region