



13f Scone Bypass

Explanatory outline

Section 13f outlines assessment criteria that relate specifically to development in the Scone Bypass corridor. The following matters are covered:

- Noise
- Access
- Air quality
- Safety

13f Scone bypass

13f.1 Application of this section

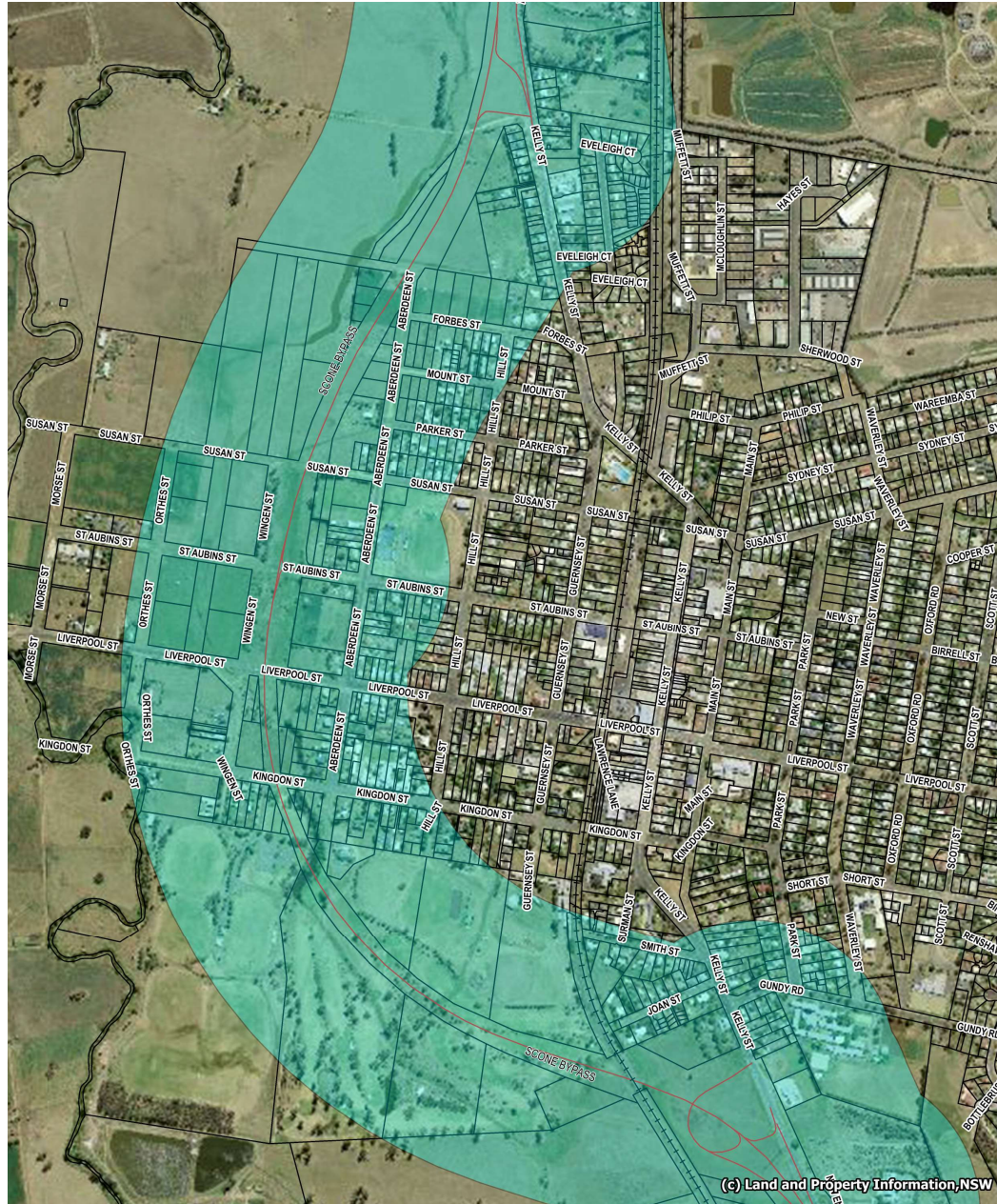
This section applies to development described in Column 1 when carried out on land described in Column 2.

Column 1:	Type of development	Column 2:	Applicable land
	Any development that requires development consent		Land within 300 metres of the Scone Bypass corridor as shown on Map 1

13f Scone Bypass

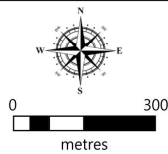


Map 1 Scone bypass corridor



(c) Land and Property Information, NSW

- Legend**
- +++++ Railway
 - Scone Bypass Centreline
 - Cadastre
 - Bypass Buffer 300m



Upper Hunter
Development Control Plan 2021
Scone Bypass and Buffer



Filename: UHSC_DCP_SconeBypassAerial_Sep2021
Date: 28/09/2021



13f Scone Bypass

13f.2 Relevant planning instruments & legislation

The following may be relevant to development to which this part applies:

- *State Environmental Planning Policy (Infrastructure) 2007*
- *Upper Hunter Local Environmental Plan 2013*

Further planning instruments and legislation may also be relevant. In the event of any inconsistency, the above listed instruments will prevail over requirements or criteria contained in this section.

13f.3 Definitions

There may be words used in this Part that are defined in the *Environmental Planning and Assessment Act, 1979*, as amended, or within *Upper Hunter Local Environmental Plan 2013*, as amended. The Dictionary to this DCP provides additional definitions that are relevant to this Part, including:

Noise sensitive development

13f.4 Objectives

The objectives of this section are to ensure that:

1. appropriate acoustic amenity is achieved for noise sensitive development near the Bypass.
2. no direct vehicular access is made onto the Bypass.
3. appropriate air quality is achieved for occupied buildings near the Bypass.
4. safety within the Bypass corridor is maximised.

13f.5 Supporting plans & documentation

Development applications that are subject to this section should be supported by the following plans and documentation.

Requirements listed below are *in addition* to requirements relating to the relevant type of development e.g. parts **3 Subdivision**, **4a Urban residential**, **5a Commercial & mixed use** or **7b Rural dwellings**.

Item	When required	Plans or information to be provided
A. General requirements	All applications	Refer to Part 2 Preparing & lodging a development application .
B. Survey report	Any application as determined by Council	<p>A detailed plan, prepared by a qualified land surveyor, to determine the location of the development in relation to the proposed road infrastructure, including:</p> <ul style="list-style-type: none"> - The boundaries of the development site in relation to the road corridor - The location of proposed buildings <p>Easements and encumbrances related to the protection of road infrastructure (eg to protect underground pipes or rights of way for access to the corridor)</p>



13f Scone Bypass

Item	When required	Plans or information to be provided
C. Acoustic assessment report	All applications for residential or noise sensitive building developments with a clear line-of-sight to the road corridor	Refer to part 11i Buffer areas and separation distances . The report must be prepared by a relevant qualified and experienced professional and must contain the requirements as set out in the Department of Planning, 2008. <i>Development Near Rail Corridors and Busy Roads – Interim Guideline</i> (or any subsequent updated reference document).

13f.6 Assessment criteria

A performance-based approach will be adopted in the assessment of development applications. Applications will be assessed according to the extent to which the outcomes specified in the left-hand column of the following table will be satisfied or achieved by the design, construction or operation of the proposal.

The design guidelines specified in the right-hand column indicate design and best practice solutions by which the required outcomes can be met. They do not preclude other solutions that may be suitable under particular local circumstances. All proposals will be considered on merit.

Outcomes to be achieved	Design guidelines
<p>A. Noise</p> <ul style="list-style-type: none"> ■ Any noise sensitive development proposal (ie residential accommodation, a place of public worship, a hospital, an educational establishment or centre-based child care facility) meets the relevant noise criteria contained in Department of Planning, 2008. <i>Development Near Rail Corridors and Busy Roads – Interim Guideline</i> (or any subsequent updated reference document). ■ Appropriate separation distance between the building(s) and the Bypass is achieved by meeting the above criteria. ■ Appropriate building and/or landscaping design shields the building(s) from noise and may reduce the separation distance required where acceptable criteria above can be met. 	<ul style="list-style-type: none"> • Possible solutions are outlined in Department of Planning, 2008. <i>Development Near Rail Corridors and Busy Roads – Interim Guideline</i> (or any subsequent updated reference document), particularly in Appendix B – Acoustic Planning Measures
<p>B. Access</p> <ul style="list-style-type: none"> ■ Direct vehicular access is not permitted via individual properties to/from the Bypass. 	<ul style="list-style-type: none"> • All direct property access should be via the local road network.
<p>C. Air quality</p> <ul style="list-style-type: none"> ■ The proposal meets the relevant air quality criteria contained in Department of Planning, 2008. <i>Development Near Rail Corridors and Busy</i> 	



13f Scone Bypass

Outcomes to be achieved

Design guidelines

Roads – Interim Guideline (or any subsequent updated reference document)

D. Safety

- Safety considerations within the road corridor are maximised, as contained in Department of Planning, 2008. *Development Near Rail Corridors and Busy Roads – Interim Guideline* (or any subsequent updated reference document). This includes, but is not limited to minimising the risk of:
 - unauthorised access to the corridor
 - vandalism
 - graffiti
 - inappropriate stormwater discharge
-

13f.7 Supplementary guidance

The following documents or reference materials provide further advice or information that is relevant to this section.

- [Department of Planning, 2008. *Development Near Rail Corridors and Busy Roads – Interim Guideline*.](#)
- [Department of Environment, Climate Change and Water NSW, 2011. *NSW Road Noise Policy*.](#)