



1 October 2021

File No: NTH21/00191/01
Your Ref: DA10.2021.36 / CNR-28019

The General Manager
Walcha Shire Council
PO BOX 2
WALCHA NSW 2354

Attention: Lacey Latham

Dear Sir / Madam,

**RE: Development Application DA10.2021.36 – Alterations & addition to existing supermarket.
Lot 1 DP 996429 – 16W-26W Fitzroy Street, Walcha**

I refer to Council's referral from the NSW Concurrence and Referrals Portal of 9 September 2021 requesting comment from Transport for NSW in relation to the abovementioned development application / proposal.

Roles and Responsibilities

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*.

Fitzroy Street forms part of the Oxley Highway (HW11) a classified (State) road and Walcha Shire Council is the Roads Authority for all public roads (other than freeways or Crown roads) in the local government area pursuant to Section 7 of the *Roads Act 1993*. TfNSW can exercise roads authority functions for classified roads in accordance with the Roads Act.

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007*, the Consent Authority is to have consideration for the safety, efficiency and ongoing operation of the classified road as the development has frontage to a classified road. TfNSW is provided the opportunity under Clause 104 to comment on traffic generating development of a size or capacity listed under Schedule 3.

Transport for NSW Response

TfNSW has reviewed the development application and provides the following comments to assist the consent authority in making a determination;

1. The proposed development proposes an enlargement and extension of an existing supermarket premises. Drawing no. A009 Area Plan identifies that the proposed increase in gross floor area will be greater than 500m². As the site has direct access to a classified road, the proposal appears to be a traffic generating development identified in Clause 104 and Schedule 3 of the SEPP Infrastructure.

Section 6 of the Statement of Environmental Effects (SoEE) suggest the proposed increase in floor area will generate 5 light vehicle movements and 2 truck movements per day. The combined retail premises is proposed to have a total gross floor area exceeding 1,700m², which has potential to generate significantly more peak hour vehicles and persons trips.

Any traffic generating development should typically be informed by a Traffic Impact Assessment (TIA) prepared in accordance with the *Austrroads Guide to Traffic Management Part 12 (2020)* and the *Guide to Traffic Generating Developments 2002*. The assessment provided in the SoEE is not considered to provide a robust, reliable and complete assessment of impacts of the proposed development on the safety, efficiency and ongoing operation of the classified road.

TfNSW recommends that Council be satisfied that the development application has clearly identified and addressed all impacts on the surrounding road network, taking into consideration all transport modes and road safety. Council should seek further information to inform a determination and any conditions of development consent.

2. Section 6 of the SoEE identifies that the proposed development will generate two deliveries per day resulting in 4 heavy vehicle movements (2 in and 2 out). It is unclear if the identified demand includes consideration for waste management. The delivery vehicle is identified as a semi-trailer and the design vehicle is proposed to access the loading bay at the rear of the premises, with all vehicles to enter and exit the site in a forward direction. TfNSW notes that vehicles over 12t GVM are not permitted to use the access lane along the eastern boundary of the subject site.

TfNSW recommends that Council obtain updated plans demonstrating swept paths for the largest design vehicle requiring access to the site. The design vehicle should be demonstrated entering, manoeuvring and leaving the development site from all directions. Council should be satisfied that heavy vehicles can safely access and service the proposed development, and that any potential conflict between vehicles and people will be appropriately managed.

3. The site, accesses, internal manoeuvring, servicing and parking areas will be designed in accordance with the relevant sections of AS2890 and Council's requirements. Council should be satisfied that the development will provide adequate car parking capacity for the existing and proposed developments. It must be demonstrated that the largest design vehicle is able to enter, leave and manoeuvre through the site to service areas in a forward manner. If this is not able to be achieved then alternative arrangements should be required to manage public safety.

TfNSW recommends that the development plans be updated to clearly demonstrate all existing and proposed infrastructure within the site boundaries and on adjoining public road reserves.

4. A Construction Traffic Management Plan (CTMP) should be prepared and implemented to address construction impacts on surrounding roads, including consideration for public footpaths. Where construction traffic is likely to impact vehicle and/or pedestrian movements along Fitzroy Street, then a Traffic Guidance Scheme/s (TGS) prepared and implemented by suitably qualified persons should be included in the CTMP. Prior to the implementation of any TGS within the travel lanes of the Oxley Highway a Road Occupancy Licence (ROL) must be obtained from by submitted a required to the ONLINC online system. Refer to the TfNSW [website](#) for further details.
5. Any regulatory signs and devices needed to support the development will require the endorsement of the Local Traffic Committee prior to Council approval. Please refer to *A guide to the delegation to councils for the regulation of traffic*.

Any roadwork on classified (State) road/s is to be designed and constructed in accordance with the current Austrroads Guidelines, Australian Standards and [TfNSW Supplements](#).

The Developer will be required to enter into a Works Authorisation Deed (WAD) or other suitable agreement as required by TfNSW prior to any road works on the classified (State) road. The Developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW [website](#) or by contacting the below email address.

TfNSW highlights that in determining the application under the *Environmental Planning and Assessment Act 1979*, it is the Consent Authority's responsibility to consider the environmental impacts of any roadworks which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of project approval.

If you have any further enquiries regarding the above comments please do not hesitate to contact Katrina Wade, Development Services Case Officer or the undersigned on (02) 6640 1362 or via email at: development.northern@transport.nsw.gov.au

Yours faithfully,



Matt Adams
Team Leader, Development Services
Community and Place | Region North
Regional & Outer Metropolitan
Transport for NSW