



NTH12/00052, CR2012/009828  
Your ref: DA 2012/119

The General Manager  
Nambucca Shire Council  
PO Box 177  
MACKSVILLE NSW 2447

Attn: Ms Selina McNally – Senior Town Planner

Dear Ms McNally,

**Education Establishment – Lots 102 & 104 DP1164163, Upper Warrell Creek Rd, Macksville**

I refer to your letter of 4 October 2012 seeking comment on the abovementioned development application which was referred to Roads and Maritime Services (RMS) in accordance with Clause 104 and Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

The key concern for RMS is potential for impacts upon the safety and efficiency of the classified road network, specifically the Pacific Highway (HW10).

RMS is supportive of the proposal to locate a new 'Educational Establishment' in the Macksville area provided any likely traffic impacts are managed or provided for via funded improvements, to ensure that the safety and efficiency of the classified road network is not compromised. A recent meeting between Council and RMS on 10 September 2012 highlighted the potential for increasing development pressures in South Macksville to have a cumulative impact upon the Pacific Highway – Upper Warrell Creek Road intersection.

Pre-lodgement advice was provided by RMS to the applicant's Traffic consultant, de Groot Benson Pty Ltd, in the attached letter of 14 June 2012. The issues raised by RMS were addressed in Chapter 10 of the submitted 'Traffic Assessment'. RMS considers that the report has adequately considered the school's design and immediate traffic environment within the South Macksville Development Control Plan (DCP) area, including the subdivision intersection with Upper Warrell Creek Road. However, the report has dismissed RMS' key concerns regarding the introduction of increased school related traffic at the Upper Warrell Creek Road – Pacific Highway intersection during the AM and PM peak periods.

The proposed school will introduce additional peak hour movements of school related traffic, pedestrians and cyclists along Upper Warrell Creek Road with subsequent implications for road user safety. Increased School related traffic volumes will also have implications for the Pacific Highway – Upper Warrell Creek Road intersection. The constraint of the North Coast Railway overbridge on Upper Warrell Creek Road will necessitate increased mixing of industrial and residential traffic along Upper Warrell Creek Road between Yarrawonga Drive and the Pacific Highway.

**Roads & Maritime Services**

The Upper Warrell Creek Road – Pacific Highway intersection is located in a 100k/h speed zone and the introduction of increased turning movements for heavy vehicles and/or buses, has the potential to impact adversely upon the safety and efficiency of the highway intersection. The existing intersection layout was not designed to accommodate the cumulative traffic impacts arising from recent and future development proposals in the South Macksville area.

In the interest of maintaining a safe and efficient road network, Council should carefully consider the potential for cumulative traffic impacts arising from local developments in the South Macksville area. Should the existing road network be unsuitable for the introduction of multiple new land uses then Council, as both the Consent Authority and the Roads Authority, must prioritise those land uses that can be introduced and/or staged to operate within the constraints of the existing road network. Funding options should be identified through appropriate Section 94/A contribution plans or funding of works in kind, to provide the necessary infrastructure upgrades to adequately address the impact of current and future developments.

To facilitate the safe introduction of future development in the South Macksville area RMS recommends that Council identify options for the provision of suitable pedestrian and cycleway connections along Upper Warrell Creek Road and the improvement of the Upper Warrell Creek Road – Pacific Highway intersection. Council may wish to require the proposed education establishment to provide a contribution to assist in the implementation of those options identified. Additionally, Council may wish to discuss the potential for the school and local bus operators to direct the majority of bus routes along Wallace Street to access the Pacific Highway at the existing signalised intersections.

Should you have any further questions please contact Matt Adams of RMS Development Northern on (02) 6640 1300 or via email at: [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au)

Yours sincerely,

  
David Bell  
Regional Manager, Northern

7 NOV 2012



File No: NTH12/00052, CR2012/006064

Mr Rob de Groot  
De Groot & Benson Pty Ltd  
PO Box 1908  
COFFS HARBOUR NSW 2450

Dear Sir,

**Proposed Educational Establishment – Upper Warrell Creek Road, South Macksville**

I refer to your email of 9 May 2012 seeking comment on the abovementioned development proposal and apologise for the time taken in responding to this enquiry.

The key concern for Roads and Maritime Services (RMS) is the safety and efficiency of the state classified road network, particularly the Pacific Highway (HW10). RMS is generally supportive of the proposal to locate a new education establishment in the Macksville area provided any likely traffic impact is managed effectively to ensure the safety and efficiency of the state road network is not compromised.

'Educational Establishments' with capacity for 50 or more students which are situated on a site that has access to any road, are considered traffic generating development under Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007* (SEPP). Clause 104 of the SEPP provides that the consent authority, Nambucca Shire Council, must consider any potential traffic safety, road congestion and/or parking implications of the development, and is to refer the matter to RMS for consideration and comment prior to a determination.

The South Macksville DCP area, once developed, will access Macksville via Upper Warrell Creek Road, Wallace Street and/or the Pacific Highway. It is noted that traffic generated by the proposed development will interact with traffic generated by the Macksville Industrial Area on the section of Upper Warrell Creek Road between Yarrawonga Street and the Pacific Highway.

Whilst it is acknowledged that the creation of the Southern DCP area has inevitably resulted in the potential for interaction between residential and industrial traffic along the northern section of Upper Warrell Creek Road, the further introduction of the proposed school is considered to introduce the potential for increased traffic demands during peak periods. The introduction of school buses, pedestrian and cyclist routes will require careful consideration to minimise any adverse impacts upon the safety and efficiency of the surrounding road network.

Any Development Application for the proposed education establishment should be accompanied by a detailed 'Traffic Impact Assessment'. The traffic study should take into account the key issues relevant to the scale of this proposal as set out in Section 2.3 of the RTA's "Guide to Traffic Generating Developments" and the 'Interim Guidelines for the Planning and Design of School Traffic and Pedestrian Facilities'. This should at least include information relating to:

- Existing and future traffic volumes between the school site and the Pacific Highway.
- Sight Distances at key intersections between the school site and the Pacific Highway.

**Roads & Maritime Services**

- For the internal design of the school it is important to separate traffic conflicts. For this reason separately located school bus and parent pickup / set down areas should be provided. Separate staff and visitor parking area should also be provided.
- Service vehicle access should be provided with a manoeuvring area remote from pedestrian activity. Reversing vehicle manoeuvres, particularly for heavy vehicles, should be avoided. Heavy vehicles should be required to move in a forward direction on site unless confined to an area in which pedestrian access is physically restricted.
- Emergency vehicle access should be available to all school buildings.
- Any improvements or facilities required to safely manage pedestrians and cyclist connections between the school and the surrounding Macksville area, including off-road shared pathways and blisters/refuges for road crossings.
- Suitable recommendations should be provided to safely accommodate appropriate routes and facilities for school buses, pedestrians and cyclists.
- School bus routes servicing the proposed school should consider the existing design of intersections upon Upper Warrell Creek Road, Wallace Street and connections to the Pacific Highway. The location and design of the access road to the school should have sufficient sight distance and width to accommodate school buses.
- Consideration should be given to providing safe arrangements for through, right and left-turning traffic on the Pacific Highway. The intersection of Upper Warrell Creek Road and the Pacific Highway currently has no acceleration or deceleration lanes for slow moving vehicles entering / exiting the Pacific Highway (northbound). The adequacy of the existing right-turn storage bay (southbound) should be considered to ensure it can safely accommodate the number of buses likely to approach from the north during AM peak periods.
- The proposal should consider using the local traffic network, via Wallace Street, to direct school bus routes through Macksville to access the Pacific Highway at an existing signalised intersection. Such an arrangement will remove the necessity for school buses to commute along the highway from Macksville to the Upper Warrell Creek Road intersection until such time the area has been bypassed by the completion of the highway upgrade project.
- Alternatively, should it be proposed that school buses will use the abovementioned section Pacific Highway prior to the opening of the bypass, then improvements to the Upper Warrell Creek Rd – Pacific Highway intersection must address the increase in school bus movements to ensure that the proposed school does not compromise the safety and efficiency of the state road network.
- Current AUSTROADS guidelines should be used for any proposed improvements to the Pacific Highway.

Should you have any further questions then please contact Matt Adams of RMS Development Northern on 6640 1344 or via email at: [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au)

Yours faithfully,

*Signed*  
*John Alexander*  
14/6/12

David Bell  
Regional Manager, Northern