

File No: NTH13/00075; CR2013/007868  
Your Ref: DA0104/2014

The General Manager  
Tamworth Regional Council  
PO Box 555  
TAMWORTH NSW 2340

Attn: Ms Lucy Walker – Team Leader Development Assessment

Dear Ms Walker,

**DA0104/2014 Additional Information relating to Proposed ‘Eastpoint’ Shopping Centre, 502-510 Peel Street & 10 Murray Street, Tamworth**

I refer to your email correspondence of 1 November 2013 regarding the abovementioned development application and additional information forwarded to Roads and Maritime Services for consideration.

Roads and Maritime has reviewed the additional information referred by Council and has recently received feedback from a meeting of the Tamworth Local Traffic Committee.

In addition to the previous comments provided in Roads and Maritime's response of 1 November 2013 (see copy attached), the following further comments are provided to assist Council in the determination of this development application;

1. In response to concerns raised in relation to the recent Local Traffic Committee meeting, Roads and Maritime undertook comparative traffic counts on the 14 & 15 November 2013 at a number of the key intersections identified in the consultant's traffic report.

Counts were undertaken both prior to and during the peak period identified by the traffic report. The movements recorded by Roads and Maritime were significantly higher than those identified by the traffic study at all intersections for the periods observed.

Council should clarify that the peak period identified by the Traffic Report is reflective of local conditions and that the report has adequately addressed the impacts of development related traffic on the safety and efficiency of the surrounding network.

2. In particular, Roads and Maritime raises concerns as to the Marius Street and Roderick Street intersection, which forms part of the Oxley Highway (HW11), a classified (state) road. At present, southbound vehicles turning right from the Marius Street into Roderick Street are required to turn from the through travel lane.

**Roads & Maritime Services**

Recent counts indicate that the submitted traffic study may not have given sufficient consideration to impacts of increased traffic generation at the abovementioned intersection. Peak movements observed by Roads and Maritime indicate that the demand generated by existing commercial developments in Roderick Street (McDonald's, Oporto, Subway) would currently meet the turn warrants for a CHR(S) protected right-turn treatment in accordance with Figure 4.9 of the AUSTROADS Guide to Road Design, Pt 4A.

As the proposed development will generate an increase in vehicles making this right turn, consideration must be given to an appropriate treatment that minimises the risk for rear-end incidents. Given likely constraints to widening the highway to provide a turn bay, Council may wish to consider a 'right turn ban' or provision of a 'raised central median' to redistribute turn movements via other existing roundabouts on Marius Street.

Alternatively, should right-turn access be necessary for existing and proposed developments within Roderick Street, Council may wish to consider the provision of an appropriate facility that will improve safety for all turn movements. An improvement to this intersection is not currently identified in Council's Section 94 Plan and consequently consideration would need to be given to a funding mechanism. It should be noted that the demand for treatment of this intersection is directly related to demand for access to local development.

3. The heavy vehicle turning path demonstrated in *Loading Dock Operation – Dock A Incoming* (See Sheet 7 of Z0913, Rev C, 28/08/2013) indicates that the left turn from Peel Street into the delivery bay will require a heavy vehicle to cross onto the incorrect side of the road to enter the driveway. Council could request that the entry radius of this access and/ internal dimensions of the delivery area be adjusted to enable heavy vehicles to undertake this manoeuvre without crossing the centre line of Peel Street.
4. Council may wish to consider improved delineation of Roderick Street to manage right turn movements into Byrnes Avenue and the approaches to Peel and Marius Streets.
5. A suitable pedestrian facility is to be provided in an appropriate location to facilitate safe movements across the New England Highway. Subject to advice from the Local Traffic Committee, Roads and Maritime will consider the removal of the existing pedestrian 'thoroughfare' in the Murray Street median island, opposite the Byrnes Avenue intersection. Future connectivity for pedestrians and cyclists should be further considered by Council and the Local Traffic Committee prior to completion of the complex.

Roads and Maritime will continue to provide assistance to Council and the Local Traffic Committee in relation to this development.

Upon determination of the application, it would be appreciated if Council could forward a copy of the Consent Conditions for our records. If you have any further enquiries regarding the above comments please do not hesitate to contact Matt Adams on (02) 6640 1362 or via email at: [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au)

Yours sincerely,



21 November 2013

John Alexander  
Regional Manager, Northern Region

Enc: Roads and Maritime Response CR2013/006889

File No: NTH13/00075; CR2013/006889  
Your Ref: DA0104/2014

The General Manager  
Tamworth Regional Council  
PO Box 555  
TAMWORTH NSW 2340

Attn: Ms Lucy Walker – Team Leader Development Assessment

Dear Ms Walker,

**DA0104/2014 Proposed Shopping Centre, 502-510 Peel Street & 10 Murray Street, Tamworth**

I refer to your letter dated 21 February 2013 regarding the abovementioned development application forwarded to Roads and Maritime Services for consideration and comment.

Roads and Maritime recently received additional information referred by Council in relation to this application on Friday 1 November 2013. The referred information is currently under review and where necessary further comment will be forwarded to Council for consideration

**Roles and Responsibilities**

In accordance with the *Roads Act 1993*, Roads and Maritime has interests in relation to road safety, traffic control facilities, connections to roads and other works on the classified road network. Murray Street forms part of the New England Highway (HW9) is a classified (state) road. Tamworth Regional Council is the 'roads authority' for this road and all other public roads in the subject area. Roads and Maritime concurrence is required under Section 138 of the Act for works on this road with Council's consent.

In accordance with the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP), Clause 101 requires that Council's assessment of the development application have consideration for the safety, efficiency and ongoing operation of the classified road as the development has frontage to a classified road. In accordance with Clause 104, Roads and Maritime is given the opportunity to review and provide comment on the subject development application as it meets the requirements under Schedule 3.

**Roads and Maritime Response**

Roads and Maritime has reviewed the referred development application and has no objections in principle to the proposed use of the subject site. Roads and Maritime key interest is for access management on Murray Street.

**Roads & Maritime Services**

The Murray Street / Byrnes Ave intersection currently operates under relatively low traffic volumes. The subject development is likely to result in a significant increase in traffic movements at this intersection with increased interaction between vehicles and pedestrians. Roads and Maritime requests that Council consider the following matters when making its determination:

1. An AUL(S) auxiliary left-turn lane is to be provided on Murray Street to minimise the impact of turning vehicles on through traffic movements. All access between Byrnes Ave and Murray Street is to be left-in & left-out only. Where possible egress movements are to be encouraged towards the local road network via Roderick Street.
2. The initial car park driveway on Byrnes Ave is to be sufficiently separated from Murray Street so as to minimise the potential for vehicles queuing back into the classified road during peak periods. The entry currently demonstrated into the second car parking aisle is considered to be too close.
3. A pedestrian refuge in Murray Street is currently located in close proximity to the Murray Street & Byrnes Ave intersection. This facility is to be relocated and consideration given to the safety of pedestrian movements along Murray Street.
4. On-site car parking for the development is to be provided in accordance with Council's Development Control Plan (DCP) requirements and any variation of this figure is to be at Council's discretion. Sufficient parking is to be provided to accommodate the demand generated by the development. Roads and Maritime will not support on-street parking along Murray Street and appropriate signage is to be erected to manage the classified road frontage.
5. Access to the staff car parking spaces is considered to be in conflict with heavy vehicle manoeuvring for the service delivery area. The design of the staff parking spaces requires vehicles to reverse within the manoeuvring path for heavy vehicles and would require pedestrian movements through the truck manoeuvring area generating subsequent safety concerns. Consideration should be given to separating the staff parking area from the service delivery area.
6. It is noted that a 'shopping trolley and tractor storage area' has also been proposed in the service delivery area, creating another potential conflict with heavy vehicle movements and a need for a tractor to access the customer parking areas via the public road network. Roads and Maritime suggests that Council require a Management Plan for the service delivery area that addresses safety and traffic management. Additionally, it is requested that a condition be imposed on the development to exclude tractor movements from Murray Street.
7. Consideration should be given to providing equitable access to public transport services. Council and Local Operators may wish to discuss the likely public transport routes that will service the development and identify the location of suitable facilities to connect the development to alternate transport modes. Council's Pedestrian Access Management Plan and BikePlan should also be updated to address future demand arising from this development.
8. All advertising signage is to be in accordance with the *State Environmental Planning Policy No. 64* and Council's DCP.

Any works on the New England Highway are to be designed and constructed in accordance with the relevant Austroads Guidelines and Australian Standards.

For any road works deemed necessary on the classified (state) road, the developer will be required to enter into a 'Works Authorisation Deed' (WAD) with Roads and Maritime. Prior to the issue of a Construction Certificate for the proposed development; the developer will be required to enter into a WAD with Roads and Maritime for all road works on the New England Highway. Prior to the issue of any Occupation Certificate (interim or final) for the development, an Roads and Maritime Pre-Qualified Contractor would be required to complete all road works under the WAD to practical completion, as determined by Roads and Maritime. All works would be undertaken at full cost to the developer to the satisfaction of Council and Roads and Maritime.

It is recommended that developers familiarise themselves with the requirements of the WAD process and contact the Roads and Maritime Regional Office to obtain further advice where necessary. Further information on undertaking Private Developments adjacent to classified roads can be accessed on the Roads and Maritime Private Developments Website at:

[http://www.rms.nsw.gov.au/roadprojects/community\\_environment/private\\_developments.html](http://www.rms.nsw.gov.au/roadprojects/community_environment/private_developments.html)

A list of the Roads and Maritime Pre-qualified Contractors can be obtained from the Roads and Maritime website at:

<http://www.rms.nsw.gov.au/doingbusinesswithus/tenderscontracts/prequalifiedcontractors.html>

### **Advice to the Consent Authority**

On Council's determination of this matter, it would be appreciated if a copy of the Notice of Determination is forwarded to Roads and Maritime for record and / or action purposes.

Should you have any further enquiries regarding the above comments please do not hesitate to contact Matt Adams of Roads and Maritime Development Northern on (02) 6640 1362 or via email at: [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au)

Yours sincerely,



1 November 2013

John Alexander  
Regional Manager, Northern Region