



23 July 2018

Development Manager  
Graph Building  
57 Fletcher Street  
Adamstown NSW 2289

Attention: Anthony Williams

**INDUSTRIAL DRIVE (H10): PRE-DA ADVICE, SENIORS LIVING AT EXISTING CLUB, GYM, HOTEL AND RECREATION FACILITY, LOT: 100 DP: 1084939, 32 INDUSTRIAL DRIVE MAYFIELD**

Reference is made to Graph Building's email dated 2 July 2018, and the meeting held with Roads and Maritime Services (Roads and Maritime) on 21 June 2018.

Roads and Maritime understands that Graph are currently seeking a site compatibility certificate from the Department of Planning for the seniors housing component of the site, proposed to be 262 independent living units and a 216 bed residential care facility.

Roads and Maritime response

Transport for NSW and Roads and Maritime's primary interests are in the road network, traffic and broader transport 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.

In accordance with the *Roads Act 1993*, Roads and Maritime has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Industrial Drive (H10) is a classified (State) road and William Street is a local road. Roads and Maritime concurrence is required for connections to Industrial Drive with Council consent, under Section 138 of the Act. Council is the roads authority for these roads and all other public roads in the area.

Roads and Maritime has reviewed the information and provides the following pre-development application advice:

- RMS has no proposal that requires any part of the property. It is to be noted that the property has a common boundary with Industrial Drive (H10) which is classified as a State Road Corridor and is proposed to be declared as a Controlled Access Road.
- The intersection of Industrial Drive and William Street experiences lengthy delays, particularly in the PM peak. Roads and Maritime will require the proponent to investigate options which direct traffic through the local network. Any proposal which results in additional impact on the intersection of Industrial Drive and William Street is unlikely to be supported by RMS.
- Currently, all vehicles leaving the site via William Street are directed to Industrial Drive and not into the local area. It is considered that the removal of the right turn restriction from the existing site driveway at William Street will redistribute trips from site into the local area, and reduce the impact on the Industrial Drive / William Street intersection. Roads and Maritime support the removal of this restriction as part of

the future development, and recommend the proponent address the likely impacts of removing this restriction on the local road network and consult with Newcastle City Council as the road authority.

- Roads and Maritime support the removal of the existing driveways from the site to Industrial Drive, and will consider a driveway from Industrial Drive to the proposed Residential Care Facility (RCF) for ambulances / non-peak hour service vehicles only. Roads and Maritime note the proposed 29 space RCF basement car park with access direct to Industrial Drive, and are unlikely to support an access for this purpose. Roads and Maritime recommend that the proponent consider alternate access for car parking when preparing any future development applications for the RCF.

Please note, this advice is preliminary and based on the limited information provided. Should you require further information please contact Marc Desmond on 0475 825 820 or by email at [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au)

Yours sincerely



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