

File No: NTH/00281/01
Your Ref: DA2018/1111.1

The General Manager
Port Macquarie Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Attention: Patrick Galbraith-Robertson

Dear Sir,

Re: Development Application 2018/1111.1 – Mixed Use Development Comprising Entertainment Facility, Function Centre, Manager's Residence, Amusement Centre and Various Tenancies: 19 Warlters Street, Port Macquarie

I refer to your email dated 1 November 2019 requesting comment from Roads and Maritime Services in relation to the abovementioned development application. The application has been referred to this Agency under the *State Environmental Planning Policy Infrastructure 2007* (ISEPP).

Roles and Responsibilities

The key interests for Roads and Maritime are the safety and efficiency of the transport network, the integrity of State infrastructure and the integration of land use and transport in accordance with *Future Transport Strategy 2056*.

Warlters Street and Park Street are public (local) roads under the *Roads Act 1993* (Roads Act) and Port Macquarie Hastings Council (Council) is the roads authority for these roads. Council is responsible for setting standards and determining priorities. In accordance with Section 138 of the *Roads Act 1993* Council's approval is required prior to works being undertaken on the roads. Roads and Maritime's concurrence is not required for unclassified roads.

Traffic Control Signals (TCS) are located at the intersection of Warlters Street and Park Street, adjacent to the proposed development. Roads and Maritime is the controlling entity for the installation and management of TCS on any road under Section 87 of the *Roads Act 1993*.

In accordance with Clause 104 of the ISEPP, 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 Advice

Roads and Maritime has reviewed the referred information and provides the following observations and comments to assist the Council in making a determination;

1. Council should be satisfied that the impact of the proposed development does not adversely impact the safety and efficiency of the TCS at the adjacent intersection (ie, by increased queuing or increased points of conflict within close proximity to the signals).
2. Council should be satisfied that through and turning traffic has been adequately addressed. Please refer to *Austrroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings* and *Australian Standard 2890.1 – Off Street Car Parking*.
3. Service vehicles should enter and leave the site in a forward manner. The design should cater for the turning paths of the largest vehicle requiring access to the site. Please refer to *Australian Standard 2890.2 – Off Street Commercial Vehicle Facilities*. All servicing of the tenancies should take place on-site; and not within the roadway.

4. It is noted that there is a shortfall in parking numbers within the basement of the development. Page 25 of the Amended McLaren Traffic and Parking Impact Assessment advises that there is *'ample available public parking within the area which can satisfy the shortfall...'* Council should be satisfied that sufficient parking is safely provided to service the scale and nature of development proposed.
5. Safe and efficient pedestrian movement, both within and adjacent to the development, needs further consideration, although it is acknowledged that this is a matter for Council to deal with. If it is proposed to use the boat ramp parking area located across Park Street, consideration should be given to pedestrian movements and safe pathways to and from that area.
6. It is noted that an additional gap is to be provided in the median section of Warlters Street, to allow an additional right turn into and out of the site at the eastern side of the Kmart parking area. Warlters Street is a 2-lane road with provision of on-street parking in sections of the roadway. No Austroads assessment of the new right-turn facility has been provided; particularly, to assess the appropriate storage length of the right-turn bay; or the impact of the new turn on the existing right-turn facility further to the west.
7. Consideration should be given to connectivity for public transport facilities and active transport modes such as walking and cycling.

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

Yours faithfully,



For Matt Adams
Manager Land Use Assessment, Northern
26 November 2019