



14 April 2021

File No: NTH11/00162/04

Your Ref: DA2021-018

The General Manager  
Gunnedah Shire Council  
PO Box 63  
GUNNEDAH NSW 2380

Attention: Amber Hassen  
[amberhassen@infogunnedah.nsw.gov.au](mailto:amberhassen@infogunnedah.nsw.gov.au)

Dear Madam,

**RE: Development Application - Redevelopment of Gunnedah Saleyards  
Lots 4 – 6 DP1218657; 2- 42 Kamilaroi Highway Gunnedah**

I refer to the above-mentioned development application, referred to Transport for NSW (TfNSW) on 23 March 2021 through the NSW Planning Portal.

**Roles and Responsibilities**

The key interests of TfNSW are for 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*.

Kamilaroi Highway is a classified (State) road under the *Roads Act 1993* (HW 29). Gunnedah 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. TfNSW is the roads authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act. Any proposed works on a classified (State) road will require the consent of TfNSW and consent is provided under the terms of a Works Authorisation Deed (WAD).

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) 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 given the opportunity under Clause 104 to comment on traffic generating developments listed under Schedule 3.

**Transport for NSW Response**

TfNSW understands that the development is for the redevelopment of the Gunnedah Regional Saleyards, consisting of construction of roofing over the yards; an administration building; parking areas; road works; truck wash; landscaping and consolidation of two lots. We have reviewed the referred information and provide the following comments to assist the consent authority in making a determination.

1. As you will be aware, the use attracts a large number of heavy vehicles turning into the site, especially around sale days, now and into the future. Other vehicles using the Highway need to be able to safely negotiate those turning vehicles. A traffic assessment should typically consider the peak hour distributions for a 10 year horizon in order to mitigate the impacts of left and right-turning traffic on through traffic. Council should be satisfied that both turning vehicles and through traffic can proceed along the Highway and into the site in a safe and efficient manner.
2. Swept paths for the largest design vehicle need to be clearly demonstrated. Drawings should indicate that a road train can negotiate the internal road network; to enter and leave areas in a forward manner on the correct side of roadways.
3. It is noted that road upgrades are not proposed until Stage 9 of the redevelopment. Council may wish to consider if that staging of works is appropriate; and if not, when works are warranted. Additionally, where there is an existing Traffic Management Plan (TMP) it may be appropriate for such a document to be updated in consultation with relevant road authorities prior to each stage of the redevelopment. TfNSW would be willing to have further discussions with Council on the timing of works and updates to any TMP.
4. In respect to the eastern access to the unloading area, it is understood that this access will be gated and used in a restricted manner. While the use of that access needs to be clarified; given its location it is suggested that it be used as an emergency access only. A robust TMP should be prepared/updated noting which gates are open at what times, and that excess gates remain closed.

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

The developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW for any roadwork deemed necessary 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](#).

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 Cheryl Sisson, Development Services Case Officer or the undersigned on (02) 6640 1362 or via email at: [development.northern@transport.nsw.gov.au](mailto:development.northern@transport.nsw.gov.au)

Yours faithfully,



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

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**Transport for NSW**

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