

30 April 2025

TfNSW reference: WST24/00188/004 | SF2024/093661

Your reference: D2023-140 | CNR-53801

Chief Executive Officer
Dubbo Regional Council
By Email: council@dubbo.nsw.gov.au

Attention: Shaun Reynolds

D2023-140 – Proposed Stage 1 Medical Centre and Concept Plan for Mixed-use Precinct – Lot: 1
DP59639 – 40 Cobbora Road, Dubbo

Dear Shaun,

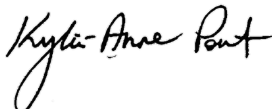
Transport for NSW (TfNSW) is responding to the abovementioned development application (DA) referred by Council on 2 April 2025, via email.

TfNSW has reviewed the information submitted to date is **generally supportive** of the proposed development, subject to changes to the design in accordance with recommendations made in **Attachment 1** of this letter. Recommendations are made to assist the Consent Authority in assessing and determining the development application.

TfNSW notes that in determining the application under Part 4 of the *Environmental Planning & Assessment Act 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works that are ancillary to the development (such as removal of trees, relocation of utilities, stormwater management, etc). Depending on the nature of the works, the Council may require the developer to submit a further environmental assessment for any ancillary road works.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact the undersigned, on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours faithfully,

A handwritten signature in black ink that reads "Kylie-Anne Pont".

Kylie-Anne Pont
Team Leader Development Services (West)
Transport Planning
Planning, Integration and Passenger

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D2023-140 – Proposed Stage 1 Medical Centre and Concept Plan for Mixed-use Precinct – Lot: 1 DP59639 – 40 Cobbora Road, Dubbo

This attachment relates to TfNSW's response dated 30 April 2025 reference WST24/00188/004.

Context

TfNSW provides the following context for the subject DA:

- The proposed development seeks approval for Stage 1 of a multi-staged, multi-storey mixed-use development with associated off-street parking, internal roads, landscaping and ancillary site works. The Stage 1 concept plan (being subject of this Development Application DA2023-140) proposes the following land uses:
 - Health care facilities
 - Education facility
 - Ancillary retail premises including a café, chemist and florist.
- The affected classified (State) road is the Golden Highway (HW27), known locally as 'Cobbora Road'. The proposal includes road works within the 'Cobbora Road' road corridor that will require TfNSW concurrence by way of a future application pursuant to s.138(2) of the *Roads Act 1993*.
- Council is seeking advice from TfNSW to assist in its assessment of 'traffic-generating development' under s.2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TISEPP). TfNSW notes that the referral has been previously referred via the NSW Planning Portal (as per CNR-53801).
- Council has requested comments and advice from TfNSW via multiple referrals throughout the assessment of the subject development, with most recent formal correspondence dated 28 November 2024. TfNSW has also engaged with the proponent and respective consultants over several meetings through the life of the DA to identify and address outstanding issues related to access design, traffic modelling and information contained within the Traffic Impact Assessment (TIA).
- TfNSW understands this referral request has been made to assist the consent authority in finalising their assessment of this DA for Stage 1, prior to determination by the Western Regional Planning Panel in May 2025.

TfNSW Comments

TfNSW'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.

The information submitted to date has not clearly addressed TfNSW concerns with the proposed access arrangement to Cobbora Road (HW27). TfNSW notes the introduction of a two-way access (entry and exit) within the existing road environment is likely to significantly increase safety risks and compromise efficiency on the classified (State) road due to the high volumes of traffic generated by the development.

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It is noted that the access arrangement is near an active level crossing, merge taper lane and dedicated right-turn lane to White Street. The submitted design illustrates that the exit onto the classified road occurs at the hold/stop line for the adjacent level crossing. An exit on Cobbora Road (HW27) as illustrated in the swept path plan impacts the existing W-beam barrier, rail signals with boom gate, and rail crossing hold line. To prevent right-turns, a problematic consequence of the proposed exit, results in the need to extend the existing centre median to the edge of the level crossing. Such alterations to the intersection of the road and rail-line have the potential to impact the function of the level crossing, associated traffic management and safety devices which are likely to be contrary to the provisions of Australian Standard AS1742.7:2016.

Furthermore, an exit to the highway introduces additional points of conflict with road users including pedestrians, at a location with high traffic volumes, and where drivers are presented with multiple decisions including a merge from two through lanes into one, a railway level crossing, and a right-turn into White Street. Accordingly, the exit presents increased risk and will compromise the safety of the classified road to the detriment of all road users which is exacerbated by the anticipated high traffic volumes exiting the site.

For the reasons above, TfNSW would not be willing to grant concurrence to an exit to Cobbora Road (HW27) but is generally accepting of the overall development subject to an Entry Only with appropriately designed AUL, an internal layout that facilitates all exiting vehicles to Myall Street at Stage 1 and in accordance with the recommendations below.

TfNSW Recommendations

TfNSW provides the following recommendations to Council, to assist in finalising their assessment of the subject DA: (Note: The following are not written as conditions of consent)

1. The proposed vehicular access to Cobbora Road (HW27) must be Entry Only. All exiting traffic can be accommodated via an exit point to the north, Myall Street, a local road network. No provision for any egress onto the classified (State) road via the development site is permitted.
2. A Lighting Plan should be provided to TfNSW for review prior to commencement of any future road works on Cobbora Road in accordance with AS1158 for both vehicles and pedestrians, where necessary.
3. Prior to the issue of a Construction Certificate for Stage 1 of the development, an Auxiliary Left-turn Lane (AUL) must be constructed on Cobbora Road (HW27) for the site entry. The AUL must be constructed to accommodate a 12.5m service vehicle and be in accordance with Part 4a of *Austroads Guide to Road Design (AGTRD)*, *Australian Standards* and relevant TfNSW supplements. The provision of an AUL must not obstruct any existing legal access points to Cobbora Road from any adjoining properties. All works are to be completed to the satisfaction of TfNSW and must be undertaken at no cost to TfNSW.
4. As road works are required on Cobbora Road, a classified (State) road, the development must enter in a Works Authorisation Deed (WAD) with TfNSW. TfNSW will exercise its powers and functions of the road authority, to undertake road works in accordance with *Sections 64, 71, 72 and 73 of the Roads Act 1993*, as applicable, for all works under the WAD.

Note: The conditions of consent do not guarantee TfNSW final consent to the specific road work, traffic control facilities and other structures or works, for which it is responsible, on the road network. TfNSW must provide a final consent for each specific change to the classified (State) road network prior to the commencement of any work. The WAD process, including acceptance of

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design documentation and construction, can take time. The developer must allow sufficient lead time within the project development program to accommodate this process. It is therefore requested that the developer work through this process as soon as possible with TfNSW.

5. Any future pedestrian footpath in the public domain should be considered in the design of the access arrangement to comply with relevant Australian Standards (AS1742.2) to minimise risk to pedestrian traffic interacting with turning vehicles entering the site. Additional signage pavement marking on pedestrian walkway/cycleway should be considered to alert peds of turning traffic entering the site prior to the pedestrian ramp.
6. All associated works, such as landscaping, fencing and signage must be wholly contained within the subject property boundary and not encroach into the classified road corridor, and must not impede sight lines of traffic or pedestrians using the existing footpath when passing or entering the site.
7. Access to the site must be constructed to match existing road levels and not adversely alter or interfere with existing road drainage and services or utilities within the classified road corridor.
8. Prior to the commencement of construction work impacting traffic on Cobbora Road (HW27), the proponent is to contact the TfNSW Road Access Unit at road.access@transport.nsw.gov.au to determine if a Road Occupancy Licence (ROL) is required. In the event an ROL is required, the proponent is to provide the consent number in the ROL application. Please note that up to 10 working days is required for ROL applications to be assessed and processed. For more information about ROL see: <https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html>.

Additional Comments

The SIDRA modelling submitted as an appendix to the TIA in March 2025 indicates that the function of the classified (State) road is likely to be compromised following the introduction of development traffic. There are concerns for delays at both the White Street and Fitzroy Street intersections with Cobbora Road (HW27), with SIDRA results indicating potential for queuing entering and exiting the classified road. Council should be aware of the wider implications that the subject development may have to the future operational capacity of the existing road network, including the local road network. These modelling matters must be addressed in subsequent stages to ensure the intersections on the classified road network are suitably designed to accommodate the additional traffic.

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