

30 August 2024

TfNSW reference: WST24/00283/001 | SF2024/136926

Your reference: PP-2024-1044 | Portal Ref-3002

General Manager  
Gilgandra Shire Council  
By Email: [council@gilgandra.nsw.gov.au](mailto:council@gilgandra.nsw.gov.au)

**Attention: Stefanie Alchin**

**PP-2024-1044 – Planning Proposal – Amendment of Gilgandra Local Environmental Plan 2011 – Rezoning of Land from RU1 Primary Production to E4 General Industrial to Create Future Industrial Subdivision - Lots 1 (Part Lot 2) DP1070081 – 361 Oxley Highway, Gilgandra**

Dear Stefanie,

TfNSW is responding to Council's request for agency consultation and comment on the above Planning Proposal (PP), referred on 18 July 2024, in accordance with the Gateway Determination issued by the Department of Planning, Housing, and Infrastructure (DPHI) dated 5 April 2024.

TfNSW has reviewed the information provided and has no objections to the rezoning of land at 361 Oxley Highway from RU1 *Primary Production* to E4 *General Industrial* subject to the consideration of matters raised in **Attachment 1** prior to Council finalising the Planning Proposal.

Upon Council's finalising of this matter, please forward a copy of the final meeting minutes to TfNSW. If you have any questions, please contact the undersigned, on 1300 019 680 or email [development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au).

Yours faithfully,



**Brendan Croft**  
A/Team Leader Development Services (West)  
Community & Place  
Regional and Outer Metropolitan

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OFFICIAL

## Attachment 1

### **PP-2024-1044 – Planning Proposal – Amendment of Gilgandra Local Environmental Plan 2011 – Rezoning of Land from RU1 Primary Production to E4 General Industrial to Create Future Industrial Subdivision - Lots 1 (Part Lot 2) DP1070081 – 361 Oxley Highway, Gilgandra**

This attachment relates to TfNSW's response dated 30 August 2024 reference WST24/002683/001.

#### **Context**

TfNSW understands the subject Planning Proposal seeks to amend the *Gilgandra Local Environmental Plan 2011* to facilitate a new industrial subdivision and internal road network with direct access to the Oxley Highway (HW11) proposed. The site is located approx. 2.2km west of the Gilgandra town centre. The expansion of the E4 zone will require consideration of an internal local road network that adequately and effectively meets the provisions and anticipated traffic demand resulting from the rezoning.

The proposal will rezone the subject lot from RU1 *Primary Production* to E4 *General Industrial* and utilise approx. 21h of the site to develop a future industrial subdivision with a minimum lot size of 5000m<sup>2</sup>. The indicative subdivision plan provided identifies up to 27 lots with internal road network.

The affected classified (State) road is the Oxley Highway (HW11), in which the subject site has a direct frontage. Assessment of the submitted information indicates traffic generated as a result of future development may also impact the nearby Newell Highway (HW17), another classified (State) road.

Council is seeking advice from TfNSW in accordance with s.3.34 of the *Environmental Planning & Assessment Act 1979*

TfNSW notes that previous correspondence was made to Council (dated 19 October 2023) in response to a request for review of Scoping Report for the subject site.

#### **TfNSW comments**

TfNSW has reviewed the Traffic Impact Assessment (TIA) (prepared by Amber Consultants – dated April 2024) and notes that a new intersection at the Oxley Highway (HW11) is proposed to accommodate traffic associated with the future industrial use at the site.

TfNSW notes that the TIA considers the traffic assumptions and anticipated cumulative impacts of the proposal on the surrounding road network for both existing and future scenarios and acknowledges general consistency with *Austroads* provisions.

TfNSW understands that a future industrial precinct in this location is likely to attract the potential for intensive land uses and associated traffic will likely result in intensive peak periods (from seasonal variances e.g. harvest season), predominant heavy vehicle use and an increase in vehicle class, vehicle type (agricultural vehicles) and classification size.

Accordingly, any future intersection with the Oxley Highway (HW11) and the proposed local road connection will likely need to accommodate min. PBS3 vehicles (road trains) as the design vehicle (as defined by the *National Heavy Vehicle Regulator*) and consider the existing road environment (including 85<sup>th</sup> percentile for vehicles travelling west-east) to determine the future development will not result in safety risks to the classified (State) road and its users.

Additionally, the future intersection is located at the transitional edge from the town centre and industry to rural surrounds, which is characterized by the change in signposted speed (from 80km/h to 110km/h) just west of the subject land. As a result, it is likely that the intersection would require upgrading to incorporate street lighting to improve visibility at the intersection for approaching vehicles entering the suburban and industrial setting.

TfNSW recommends that Council ensure that any future development application be accompanied by a Traffic impact Assessment (TIA) prepared by a suitably qualified traffic consultant, in accordance with Austroads Guide to Traffic Management Part 12 and a Road Safety Audit (RSA), if required.

### **Additional comments**

1. Council should consider providing further details to estimate costs of delivering future intersections and works via inclusion in a contribution plan (e.g. s.7.11 Development Contributions Plan) or other funding mechanism.
2. Council should consider the potential for suitable alternative local road routes (including Aralee Road), particularly for commuter traffic to the industrial employment precinct.
3. TfNSW notes that traffic volumes associated with future development may impact the existing local and regional road network. Council is required to consider the cumulative impacts of the proposal on existing intersections identified in both the TIA (within the project scope) and the surrounding area.

