

5 October 2022

File No: NTH22/00594/01

Your Ref: PP-2021-6076

General Manager
Byron Shire Council
PO Box 219
MULLUMBIMBY NSW 2482

Attention: Steve Daniels, Planner

**Mullumbimby Road (MR463): Planning Proposal to Amend the Byron LEP 2014
Rezoning of 53 McAuleys Lane, Myocum (Lot 8 DP 589795).**

I refer to the abovementioned Planning Proposal referred to Transport for NSW (TfNSW) on 5 September 2022 for comment in accordance with condition 3 of the Gateway Determination, dated 1 November 2021.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

Mullumbimby Road is a classified (Regional) road and McAuleys Lane is a local road. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the referred information and provides the following comments to assist Council in finalising the proposal.

- The Traffic Impact Assessment (TIA), prepared by Ardill Payne & Partners and dated November 2022 has adopted traffic data for McAuleys Lane from 2016/2017 and crash data for the site area for the 5 year period (2016 to 2020), where more recent data is available.

TfNSW recommends that Council obtain an updated TIA adopting more recent data to accurately address impacts on access, road safety and traffic to accurately inform the intersection treatment required to be included in the draft voluntary planning agreement.

- TfNSW recognises that any upgrade works on Mullumbimby Road would require Section 138 *Roads Act* consent from Council and concurrence from TfNSW. As such, the works are to be designed in accordance with the current version of Austroads Guide to Road Design and relevant Australian Standards (with TfNSW supplements) and to the satisfaction of both TfNSW and Council.

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- In the interests of maintaining road safety and traffic efficiency it is typical to adopt channelised right-turn and/or auxiliary left-turn treatments, and where an acceptable level of treatment cannot be provided in a given location, then further consideration must be given to either a higher order treatment and/or relocating the intersection to achieve an acceptable outcome.
- Council should have consideration for appropriate sight line distances in accordance with Section 3 of the Austroads Guide to Road Design Part 4A (Unsignalised and Signalised Intersections) and the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that any upgrade of McAuleys Lane / Mullumbimby Road intersection promotes safe vehicle movements. Consideration should also be given to an intersection control treatment if sight distance triggers the Give Way warrant.
- TfNSW supports opportunities to reduce private car travel and improve mode choice for future residents. Further consultation should be undertaken with relevant Bus Service Providers and TfNSW to identify the route coverage of existing bus services and the potential for additional route/s within the study area to ensure future service planning can support any expected uplift in public transport demand.

On Council's determination of this matter, please forward a copy of the approval to TfNSW for our records. Should you require further information please contact Court Walsh, Development Services Case Officer, on 1300 207 783 or 0488 631 890 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully



Leisa Sedger

A/ Team Leader Development Services
North Region | Community & Place
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