



Copy of Submissions on Application to
Modify a Development Consent

DA 10.2016.17.2

Attachment to Council Report

WO/20/3624

· SUBMISSION TO WALCHA COUNCIL RE DEVELOPMENT APPLICATION NO 10.2016.17

IGA DEVELOPMENT AT 36W-40W FITZROY ST WALCHA NSW 2354.

In reading through the information sent to me, one thing jumped out. I currently live in Toowoomba QLD, which is not on a river, yet in 2011/2012 we had catastrophic flooding due to a major weather event. There is widespread evidence from scientific papers that one of the outcomes of global warming will be an increase in extreme weather patterns.

While Walcha has just been through one of the driest periods since white settlement of the area, it is also possible with La Nina weather patterns, you could equally have a period of extreme rainfall over summer months.

My point in this submission is to ask the question due to flood zoning; Would the high concrete walls on the northern boundary of this development (for sound insulation), in the case of an extreme rainfall event, divert extra water flow into the properties fronting Hamilton Street, causing excessive inundation?

Has a risk assessment of this been done?

St Andrew's Anglican Church Walcha

To Know Jesus, To Serve Jesus, To Make Jesus Known

14th September, 2020

The Manager,
Walcha Council,
Hamilton Street,
WALCHA

WALCHA ANGLICAN CHURCH	
RECEIVED	
DATE	14.9.2020
CLERK	
TOWN HALL	
DEPT. NO.	
INITIALS	

Dear Ms Moderno,

Re Proposed development for IGA Supermarket

I am writing on behalf of the Walcha Anglican Church as an affected adjacent landowner with regards to the proposed development.

The concerns for the Church are associated with a perception from the developer that South Street is not significantly in use and therefore the development will have minimum effect in that area.

Regretfully such is not the case.

1. The Church is used on Sundays for services of worship but the Parish Hall, across South Street from the development, is used significantly for local midweek events for various activities with result that the street has a demand to provide parking for those attending. Also of note is that when the church building is being used for funerals (at any time in the week) the whole of South Street is packed with cars.
2. The proposed "double white line" down South Street will also cause significant issues to the car parking scenarios in South Street as it will preclude parked cars from dispersal in either direction. This will also significantly affect the exit from the church lands as cars exiting the lands even now have difficulty in determining car movements because of the significant dip from the entrance up to street level. Any further imposition on car movements in the area shall compound such difficulties. It will become even more hazardous than at present and coupled with the foreseeable increase in traffic in the area. On page 6 of the "Statement of Environmental Effects" it has noted "Roadside car parking appears permissible on the opposite side of South Street...". We believe that in fact the suggestion is not valid in that the parking of cars on the western side of South Street will compound a traffic hazard in the entering into and exiting from church lands.

St Andrew's

Anglican Church Walcha

To Know Jesus, To Serve Jesus, To Make Jesus Known

3. The proposed entrances to the truck parking bay also has very significant issues as:
As per the computer modelled example given on page 3 of 6 of Architectural Building Design,
- (a) If the truck is reversing from the south into the loading bay this will significantly effect car parking on both sides of South Street in the area and especially during the times when church/hall activities are in progress.
 - (b) If the truck is reversing from the north into the loading bay the development indicates that to so manoeuvre it will require access to the car parking area on the west side of South Street outside the Parish Hall. This will mean in practical effect that this area being a public street shall be unusable for car parking to the detriment of the parish (both church and hall) and its activities.
 - (c) If the church/hall is in use when any truck attempts to park in the loading bay as envisaged this will in our view create a dangerous mix of people, cars and trucks with inadequate space for driving and turning. This happens frequently and at odd times.
4. The proposed prohibition of parking on the western side (Church/Hall side) of South Street is untenable as such would have significant detrimental effect on the use by the Parish of its facilities and effectively give the developer control of a public road for its advantage. Similarly, if there is any similar prohibition on the use of the eastern side of South Street as this area is used by people attending the church and hall areas of the church lands.

We appreciate your consideration of our concerns in the regards to the progress of this proposed development.

Yours Sincerely,



Ben France on the behalf of the Anglican Parish of Walcha.



24 September 2020

File No: NTH17/00029/02

Your Ref: DA10.2016.17

General Manager
Walcha Council
PO Box 2
WALCHA NSW 2354

Attention: Lacey Latham – Town Planner

Dear Sir / Madam,

RE: DA110.2016.17 – Demolition of Buildings & Modification of Consent Conditions for IGA Supermarket & Liquor Outlet. Lot 21 DP 1254273. 38W Fitzroy Street, Walcha.

Reference is made to the referral of 31 August 2020, lodged through the NSW Planning Portal, requesting comments from Transport for NSW (TfNSW) in relation to the proposed modification of consent conditions for the abovementioned development proposal.

Roles and Responsibilities

From 1 December 2019, all functions and responsibilities of Roads and Maritime Services will now be vested in an integrated Transport for NSW (TfNSW). Our key interests 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*.

The Oxley Highway [HW11] (Fitzroy Street) is a classified (State) road under the *Roads Act 1993* (Roads Act). Walcha 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 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. It appears that the proposed development is a Schedule 3 use.

Transport for NSW Response

TfNSW letter dated 6 March 2017 requested that a Traffic Impact Assessment (TIA) be undertaken for the proposed development to identify and address the impacts on the safety, and efficiency of transport on the road network. To our knowledge no TIA was undertaken; and if it was, it did not accompany the initial DA or this modified proposal.

In respect to the current proposed modification of design and conditions, the following comments are provided to assist Council to make a determination. These comments are based on the information to hand.

- The proposed changes to the driveways will increase/change turning movements at these points. No evidence was provided, that gave consideration to the impacts that turning traffic will have on faster-moving through traffic. Council should be satisfied that this element has been adequately addressed, particularly the safety and efficiency of the classified and local road frontages.
- The proposed raised central median on Fitzroy Street (Oxley Hwy) will not prevent traffic making right-turns around it. To prevent that movement, it will need to be extended in both directions. The western end should be extended to the roundabout splitter island. The eastern end should be extended far enough to restrict the unacceptable turn movement.
- It is unclear what the impact of the proposed raised central median will have on the Highway travel and parking lanes. The construction of the median will require a Works Authorisation Deed (WAD) to be executed with TfNSW (see further comment below).

A strategic 2D design will need to be forwarded to TfNSW for consideration prior to a WAD acceptance letter being provided.

- The Statement of Environmental Effects did not consider connections or facilities for public (buses) and active transport (cycling and walking). This is a matter that Council should further consider.
- The internal car parking area is publically accessible at all times and will be an enforceable "road related area". Any regulatory facilities such as a marked pedestrian crossing sets an expectation that vehicles will stop for pedestrians and should be designed accordingly. In this regard TfNSW recommends that any proposed facility be referred to Council's Traffic Committee.
- The existing eastbound roundabout advance direction sign may need to be relocated. Council should consider how it may impact the safe operation of the driveways to the development. This should be undertaken in accordance with current practices on an approved structure.

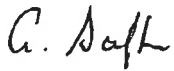
Any roadwork on a classified (State) road/s is to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and [TfNSW Supplements](#).

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 road works 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 Greg Sciffer, Development Assessment Officer or the undersigned on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully,



for Matt Adams
Manager Land Use Assessment Northern
Regional NSW and Outer Metropolitan
Transport for NSW