

Appendix C

Consultation

Erika Dawson

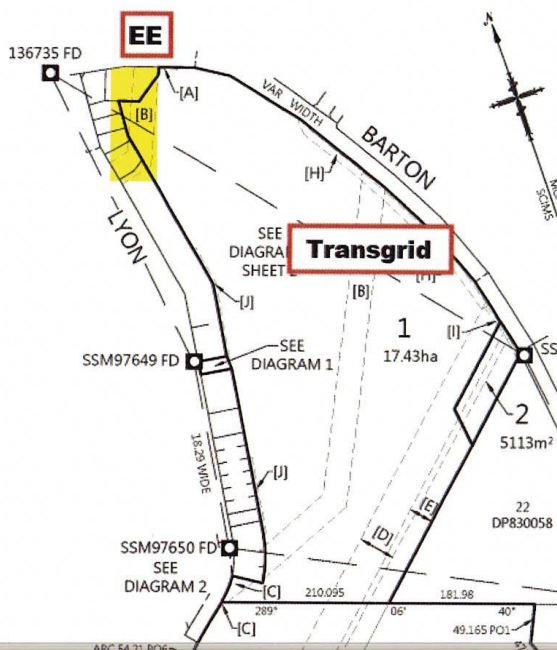
From: Jeff Smith <Jeffrey.Smith@endeavourenergy.com.au>
Sent: Wednesday, 4 November 2020 1:14 PM
To: erika@integratedconsulting.com.au
Subject: RE: Proposed subdivision - 19 Barton Avenue, Wallerawang.
Attachments: DP1253903.pdf; General Restrictions for Overhead Power Lines..pdf.pdf; MDI+0044am+1+Easements++Property+Tenure+Rights[1].pdf

Dear Erika,

Thank you for your email.

RE: LOT 1 DP1253903 HN 19 BARTON AVENUE, WALLERAWANG.

I can confirm that Endeavour Energy has only one registered easement (highlighted in yellow) at the above address. The other noted (B) easement is in favour of TransGrid. It is known as Feeder 944 between Wallerawang and Orange.



For your information, I have attached the following:

- General Restrictions for Overhead Powerlines.
- MDI 0044 – Easements and Property Tenure Rights.

Please review the attachments and if you require any further information, please do not hesitate to contact me.

Regards



Jeff Smith

Easement Management Officer
Transmission Northern Region

Endeavour Energy

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From: erika@integratedconsulting.com.au <erika@integratedconsulting.com.au>

Sent: Wednesday, 4 November 2020 9:46 AM

To: Jeff Smith <Jeffrey.Smith@endeavourenergy.com.au>

Subject: Proposed subdivision - 19 Barton Avenue, Wallerawang.

Good morning Jeffrey

Thanks for your time on the phone last Friday regarding the proposed subdivision of the above property (Lot 1 DP 1253903).

As discussed, the site is encumbered by a number of easements, including some belonging to Endeavour Energy (notation B on the DP (attached) I believe).

In starting the design for this residential subdivision, we are seeking advice from you as to what can and cannot be included within the easements? For example, can we include backyards of residential properties, or does it need to be roads/parks?

Thanks Jeffrey. If you require any additional information, please let me know.

Kind regards,

Erika Dawson

Director | Principal Town Planner & Bushfire Consultant



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Transport
for NSW

19 October 2020

SF2012/003979; WST20/00330/01

Erika Dawson
Integrated Consulting
PO Box 9026
BATHURST WEST NSW 2795
(By email only)

Dear Ms Dawson

**Pre-DA advice: Lot 1 DP 1253903; 19 Barton Ave (MR531), Wallerawang
Proposed residential subdivision**

Thank you for the email on 21 September 2020 requesting pre-lodgement advice from Transport for NSW (TfNSW) in relation to the above proposed Development Application (DA) and apologies for my delay in offering you comments.

Note: It is emphasised that the comments provided in this letter are informal and of a pre-lodgement nature. They are not to be interpreted as binding upon TfNSW and may change following formal assessment of a submitted development application from the appropriate consent authority.

From review of the brief TfNSW understands that the subject site has an area of approximately 17.3 hectares and is zoned R5 Large Lot Residential with a minimum lot size of 800 m², suggesting a potential maximum yield around 173 lots.

TfNSW requests that the Statement of Environmental Effects be supported by an Integrated Transport Assessment (ITA) prepared by a suitably qualified person in accordance with the *Austrroads Guide to Traffic Management Part 12*, the *Roads and Maritime Supplements to Austrroads* and the *RTA Guide to Traffic Generating Developments*. The ITA is to address the following.

- Phases and stages of the subdivision, including plans showing stage boundaries and required infrastructure to serve each stage.
- Traffic volumes:
 - Existing background traffic,
 - Development-related traffic for each phase or stage of the project,
 - Projected cumulative traffic at commencement of operation, and a 10-year horizon post-development.
- Traffic characteristics:
 - Number and ratio of heavy vehicles to light vehicles,
 - Peak times for existing traffic,
 - Peak times for development-related traffic including commuter periods,
 - Interactions between existing and development-related traffic.

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- The likely trip distributions across the road network based on origins and destinations for commuter vehicles.
- Road safety assessment of route/s that are likely to experience a significant increase in traffic.
- The impact of traffic generation on the public road network and measures employed to ensure traffic efficiency and road safety after completion of each stage.
- The need for improvements to the road network, and the improvements proposed such as road widening and intersection treatments, to cater for and mitigate the impact of development-related traffic.
- Proposed road facilities, access and intersection treatments are to be identified and be in accordance with Austroads Guide to Road Design including provision of Safe Intersection Sight Distance (SISD).
- Consider local climate conditions that may affect road safety (e.g. fog, wet and dry weather, icy road conditions).
- The layout of the internal road network, parking facilities and infrastructure.
- Any potential impacts on rail corridors and level crossings detailing any proposed interface treatments.
- Impacts on public transport (public and school bus routes) and consideration for alternative transport modes such as walking and cycling.

TfNSW also offers the following project-specific advice for any DA:

- If the proposal is for a direct road connection to Barton Avenue (a Regional classified road, MR531), referral to TfNSW would be required under Section 104 and Schedule 3 of the *SEPP (Infrastructure) 2007*, being subdivision with more than 50 lots.
- Concurrence would also need to be obtained from TfNSW for any physical works if required within Barton Avenue under Section 138 of the *Roads Act 1993*. The consent of Council as the roads authority would also be required.
- The consent authority (e.g. Council) must consider the provisions of Section 101 of the *SEPP (Infrastructure) 2007*, which prohibit direct access to a classified road where access by an alternate road (Lyon Parade, a local road) is practicable and safe. Based on current information TfNSW therefore generally does not support direct access to Barton Avenue.
- TfNSW has not sighted drawings from the historic subdivision that adjoins the site on its western boundary (Lyon Parade). The current site appears to be a residue lot formed as part of that prior subdivision, noting it has frontage to Lyon Parade in two locations. The current proposal should remain consistent with any previously approved subdivision layout, particularly in relation to any direct access sought from the classified road.

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- A review of TfNSW records has not yielded traffic count data for this section of Barton Avenue. Council may be able to provide recent counts, or otherwise a site-specific survey may be required (depending on constraints identified as part of assessment).
- The *Austrroads Guide to Road Design* Part 4 Figure A 10 warrants for turning treatments should be reviewed for any new intersections, or significant increase in traffic on existing intersections, located on a classified road.

Thank you for the opportunity to provide pre-development application advice for this proposal. Please ensure relevant discussions are undertaken with Lithgow Council as the consent authority for any such proposal. If you wish to discuss this matter further, please contact Bevan Crofts, Development Assessment Officer on (02) 6861 1449.

Yours faithfully



Ainsley Bruern
A/Manager Land Use Assessment
Western Region

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