



SF2014/055425; WST14/00077/03

The Manager
Industry Assessments
Department of Planning & Environment
PO Box 39
SYDNEY NSW 2001

Attention: Robert Byrne

Dear Mr Byrne

**SSD6594: 137 Newbridge Road, Blayney; Blayney Export Meats Small Stock
Abattoirs; Review of Environmental Impact Statement**

Thank you for your letter dated 7 April 2015 referring SSD6594 to Roads and Maritime Services for comment.

Roads and Maritime will not object to the proposed development and in accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007* provides the following recommended conditions for your consideration:

- A basic right (BAR) turn treatment as shown in Figure 7.17 of the *Austroads Guide to Road Design: Part 4A* (copy enclosed) is to be provided in Adelaide Street (HW6) at the intersection of Adelaide and Burns Street. The widened shoulder is to be sealed and built for a 50km/h speed environment to provide a reasonable level of safety for traffic turning right into Burns Street and to allow following traffic an area to pass the right turning vehicle on the left hand side.
- A basic left (BAL) turn treatment as shown in Figure 8.8 of the *Austroads Guide to Road Design: Part 4A* (copy enclosed) is to be provided at the intersection of Adelaide and Burns Streets. The BAL facility will also need to be sealed and built for a 50km/h environment.
- Safe Intersection Sight Distance (SISD) requirements outlined in the *Austroads Guide to Road Design Part 4A* and relevant Roads and Maritime Supplements is to be provided and maintained at the site access to Newbridge Road. For an 80 km/h speed zone the minimum SISD is 185 metres.
- Prior to the commencement of construction works the proponent is to contact Roads and Maritime's Traffic Operations Coordinator to determine if a Road Occupancy Licence (ROL) is required. In the event that an ROL is required, the proponent is to obtain the ROL prior to works commencing within three (3) metres of the travel lanes in Adelaide Street.

Roads and Maritime Services

- A formal agreement in the form of a Works Authorisation Deed (WAD) is required between the developer and Roads and Maritime prior to the developer undertaking "private financing and construction" works on Adelaide Street.
- To provide suitable storage capacity for the largest class of vehicle accessing the proposed abattoir, any gate, grid or similar structure installed in the accesses servicing the development is to be setback appropriately (20m for single articulated and 30m for B Double) from the edge of Newbridge Road.
- All required road works are to be completed prior to operation of the proposed development.

Please forward a copy of your determination of the development application to Roads and Maritime at the same time it is sent to the applicant.

Should you require further information please contact Andrew McIntyre on 02 6861 1453.

Yours faithfully



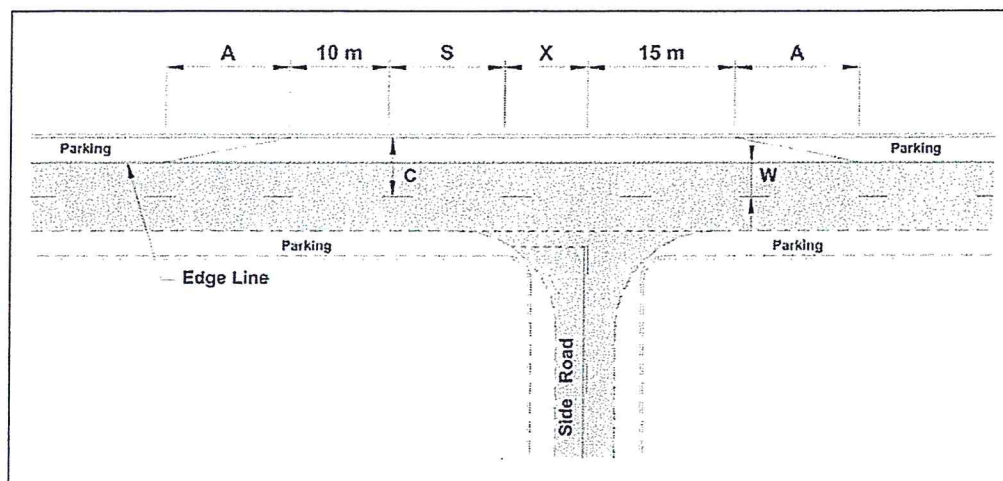
28/5/15

Peta Smith
Acting Network & Safety Manager
Western

7.7 Urban Right-turn Treatments – Undivided Roads

7.7.1 Urban Basic Right-turn Treatment (BAR)

The BAR turn treatment shown in Figure 7.17 is applicable at intersections of two-lane urban roads and minor local roads where traffic volumes do not warrant a higher order treatment. It should provide sufficient pavement width for the design through vehicle to pass a vehicle waiting to turn right. The absolute minimum pavement width on a horizontal straight should be 6.0 m between the centreline and the edge of the pavement or kerb line while 6.5 m is the preferred minimum as it is adequate for heavy vehicles (excluding road trains) to pass right-turning vehicles.



Notes:

1. This diagram does not show any specific bicycle facilities. Where required bicycle facilities should be provided in accordance with this guide.
2. The dimensions of the treatment are defined thus:

W = Nominal through lane width (m) (including widening for curves). Width to be continuous through the intersection.

C = On straights – 6.0 m minimum

– 6.5 m minimum for 19 m semi-trailers and B-doubles

– 7.0 m minimum for Type 1 & Type 2 road trains

On curves – widths as above + curve widening (based on widening for the design turning vehicle plus
– widening for the design through vehicle).

$$A = \frac{0.5V(C - W)}{3.6}$$

Increase length A on tighter curves (e.g. where side friction demand is greater than the maximum desirable). Where the design through vehicle is larger than or equal to a 19 m semi-trailer, the minimum speed used to calculate A is 80 km/h.

V = Design speed of major road approach (km/h).

S = Storage length to cater for one design turning vehicle (m) (minimum length 12.5 m).

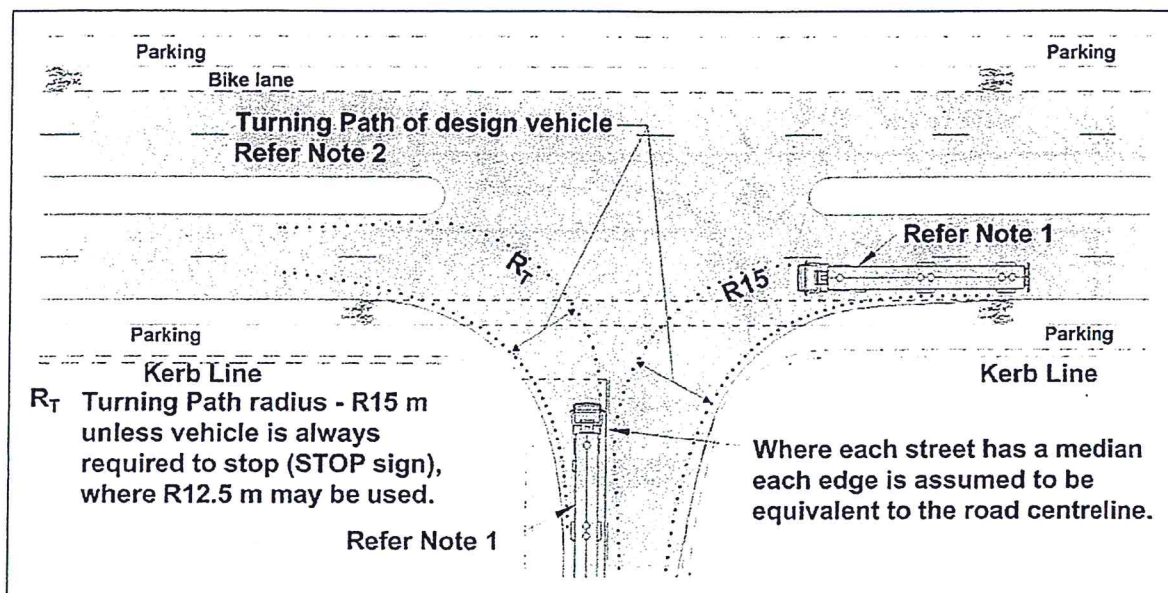
X = Distance based on design vehicle turning path, typically 10–15 m.

Source: QDMR (2006).

Figure 7.17: Basic right-turn treatment (BAR) for a two-lane urban road

A turning radius of 10 m to 15 m should be used and the design turning vehicle's swept path should be used to determine the length of approach and departure widening for the site geometrics (i.e. angle of intersection, width of carriageways). No lane lines or right-turn arrows should be marked on the pavement for a BAR turn treatment. The provision of bicycle lanes should be considered.

This layout should not be used where there is reduced visibility to the turn treatment. Right-turning drivers on the major road need to perceive the location of the side road and stop if necessary in the through lane before the intersection.



Notes:

1. Where the approach is two lanes or more in width, heavy vehicles (12.5 m long or more) must turn from the kerbside or adjacent lane, unless otherwise controlled by signs and pavement arrows.
2. Where a side street approach and/or departure is not used by vehicles over 12.5 m long, a turning path for a bus/truck may be used.
3. This diagram does not show any specific bicycle facilities. Where specific bicycle facilities are required (e.g. exclusive bicycle lanes), designers should refer to Section 10.6.4.

Source: QDMR 2006.

Figure 8.8: Basic left-turn treatment (BAL) on an urban road