

Camden Residents' Action Group

Incorporated

Camden – Still a Country Town

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Attention: Sophak Eng, Traffic Engineer

13 September 2018

Dear Traffic Engineer,

Re Murray Street/Broughton Street, Camden – Proposed Installation of Roundabout

Your ref: EDMS Ref: 18/205565

Thank you for the opportunity to make the following comments on the above proposal.

The proposed roundabout is located in the Heritage Conservation Area of the Camden township, and as such should be designed to complement and enhance the character of the area as well as assist in managing traffic. In particular the DCP 2011 (B3.1.2) sets out a number of character elements that are to be retained and associated controls. In particular the Murray Street gateway into the township is to be retained and embellished (DCP 2011 B3.1.2 Control 2).

The recently approved Urban Design Framework for the town centre reiterated the significant historic and rural nature of the town, its cottage dominated character and the cultural and economic benefits of people residing within the town. The approved Framework envisages Murray Street as an important gateway entry point and as a restaurant hub requiring public domain improvements to increase pedestrian amenity and traffic calming (Camden Council Business Paper 14 August 2018).

The Framework recommended a change of zoning to include the use of dwelling houses which was approved at Council level and it must be assumed therefore that there will be no future impediment to an increase in the residential population of the township and family use of cottages in close proximity to the intersection. For instance, 23 Broughton Street is currently used as a residence.



As can be seen in the map below, the entrances and exits of a number of properties are in close proximity to the proposed roundabout at the Murray/ Broughton Streets intersection.



We see potential problems with vehicles accessing properties on the western side of southern Broughton Street at 21 (funeral directors), 23 (residential) and 25 (medical practice) and in eastern Broughton Street at 18-20 (DA for child care centre pending), 22 (medical rooms), 24 (medical rooms).

We trust that the safety and ease of ingress and egress from these properties has been fully considered.



With the current road configuration of eastern Broughton Street vehicles indicate by blinker their intention to turn into properties across the centre line and then stop, awaiting a break in traffic, thereby blocking traffic in the single lane.

No 18-20 Broughton Street is subject to a development application for a 99-place child care centre. If approved this activity would considerably increase the traffic using the intersection and eastern Broughton Street, very close to the proposed roundabout, to access and egress the facility.

18-20 Broughton St



The possibility of blockages in the roundabout and driver frustration at times of higher traffic volume needs to be considered. However if the child care centre is approved traffic issues would likely be greater than with the roundabout.

22 Broughton St

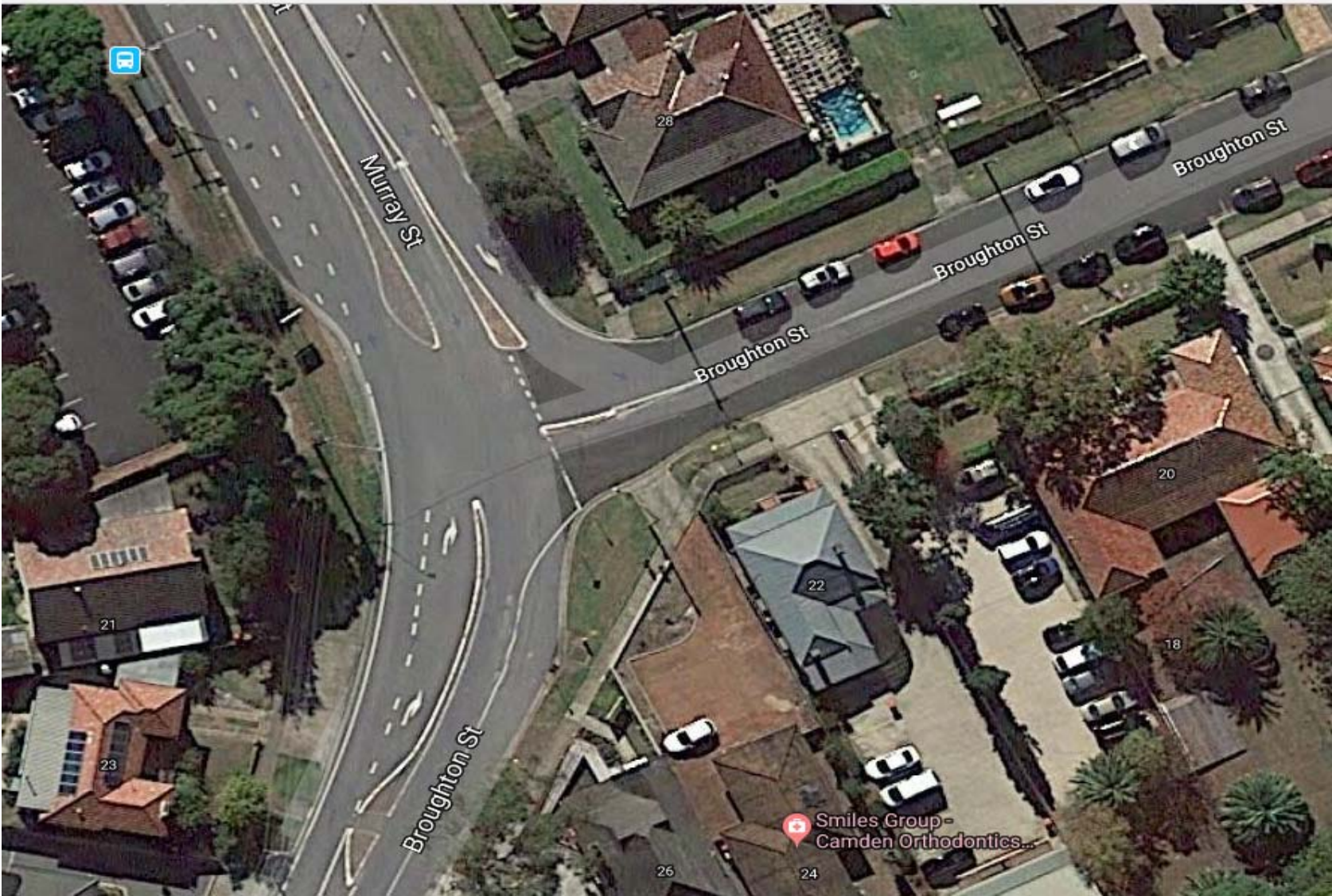


How 22 Broughton Street is to be safely accessed and exited is not clear from the roundabout design. How the retaining walls are to be designed and why they are needed are not explained in the documents provided. We trust these aspects of the proposal have been fully analysed and considered.

24 Broughton St



The design proposes a new driveway to service 24 Broughton Street. The detail of the potentially public and private nature of the driveway construction is not clear. The safety aspects of entering and existing directly from the roundabout were not clear and again we trust they have been fully considered.



Source: Google Maps <https://www.google.com.au/maps/@-34.0572671,150.6945812,111m/data=!3m1!1e3>

With the recent dramatic increase in housing and traffic movement in surrounding areas, old Camden is not immune, especially as eastern Broughton Street is now often used to avoid traffic lights in Argyle Street.

Overall, we see the roundabout would be an improvement in traffic management.

The additional street plantings and refuges indicated in the design are consistent with the spirit of the DCP and Urban Design Framework.

Further softening and beautification of this major entrance into the Heritage Conservation Area than indicated would be welcomed. If possible the areas near Coles, Nos 21 and 23 could be enhanced by additional street plantings.

Further improvement in walkability than indicated would be welcomed. Pedestrian crossings instead of refuges would improve walkability and have the added benefit of slowing traffic.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Glenda Davis".

Glenda Davis

President

Ph: 0415 617 368