

Our Reference:
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RDC 08M635 vol 4&5
MP08_0257 & MP08_0258
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SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Urban Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Mark Brown

**PROPOSED RESIDENTIAL DEVELOPMENT AT 61 MOBBS LANE, EPPING
STAGE 1- RESIDENTIAL DEVELOPMENT (MP08_0257) AND
EARLY WORKS PROJECT (MP08_0258)**

Dear Sir,

I refer to the Department of Planning's (DoP) letter dated 6 July 2009 (DoP Reference No: MP08_0257 and MP08_0258) with regard to the above-mentioned Development Applications (DA), which was referred to the Roads and Traffic Authority (RTA) for comment under Part 3A of the *Environmental Planning and Assessment Act, 1979* and Clause 104 - Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on the 12 August 2009. Below are the Committee's recommendations and RTA's comments on the subject application:

1. The traffic report detailed External Works which includes upgrading the intersection of Marsden Road/Mobbs Lane to provide traffic signals and reconfiguration of the existing signalised intersection of Mobbs Lane/Midson Road to include additional pedestrian crossings.
2. Comments provided by the RTA in a letter dated 16 April 2008 (copy attached) which refers to the intersection of Marsden Road/Mobbs Lane remain applicable to the development with the exception of Comment 8, 9, 10 and parts of 1.
3. With regards to timing of the new traffic signals, the traffic report by Halcrow MWT indicated that the construction of the Marsden Road/Mobbs Lane traffic signal intersection should be prior to the occupation of 171 dwellings with a child care centre or 256 dwellings without a child care centre.

In contrast, a letter dated 4 October 2007 from MWT indicated that traffic signals would be constructed prior to the occupation of 150 dwellings with a child care centre or 225 dwellings without a child care centre.

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Considering that construction vehicles are likely to utilise the intersection throughout and after both the Early Works Package and Stage 1 Development, the proposed signals at the intersection of Marsden Road/Mobbs Lane shall be fully constructed and operational prior to the release of any Occupation Certificates by the Certifying Authority for part of the development that exceeds 150 dwellings with a child care centre or 225 dwellings without child care centre.

Certified copies of the civil/traffic signal design plans at the Marsden Road/Mobbs Lane intersection shall be submitted to the RTA for consideration and approval prior to the release of the Construction Certificate by the Certifying authority for any part of the development that exceeds 150 dwellings with child care centre or 225 dwellings without child care centre and commencement of road/signal works.

4. The developer must pay the full 10 year traffic signal operation maintenance cost.
5. With regards to the timing for the works proposed at the signalised intersection of Mobbs Lane/Midson Road, considering there could be parents that would walk to the child care centre from Midson Road, the proposed works shall be completed and fully operational prior to the release of the Occupation Certificates by the Certifying authority for both the Early Works Package or Stage 1 Residential Development, which ever is completed earlier.
6. Certified copies of the civil/traffic signal design plans at the Mobbs Lane/Midson Road intersection shall be submitted to the RTA for consideration and approval prior to the release of any Construction Certificate by the Certifying authority and commencement of road/signal works for both the Early Works Project and Stage 1 Residential Development.
7. For both the traffic signal upgrade of Marsden Road/Mobbs Lane intersection and reconfiguration works at the signalised intersection of Mobbs Lane/Midson Road, the RTA fees for administration, plan checking, civil/signal works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer may be required to enter into a Works Authorisation Deed (WAD) for the works. If require, please note that the works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed civil design plans. .
8. The traffic report also indicated External Works along on Mobbs Lane which shall be designed and constructed to relevant guidelines and standards to the satisfaction of the DoP and Council. The timing of the works shall not compromise the objectives of the treatment particularly in relation to road safety.
9. The traffic report indicates that the entry driveway for the child care centre does not strictly comply with the requirements of AS2890.1 due to site constraints but does with the objective of the Standard. DoP and Council shall be satisfied that the non-conformance is warranted and is appropriate.
10. Truck routes on local roads shall be to the satisfaction of DoP and Council.
11. All vehicles shall enter and exit any of the proposed accesses on Mobbs Lane in a forward direction. Swept path analysis of the largest vehicle entering and exiting the child care centre and residential site accesses in a forward direction shall be provided to the satisfaction of DoP and Council.

12. All vehicles entering any of the proposed entry accesses on Mobbs Lane are to be clear from the edge of carriageway and footpath before being required to stop.
13. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to DoP and Council, for approval, prior to the issue of a construction certificate.
14. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with Clause 104 (4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the DoP's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Further enquiries on this matter can be directed to the nominated Assistant Planner, Edmond Platon on phone 8849 2906 or facsimile 8849 2918.

Yours sincerely



Ken Moon
Chairman, Sydney Regional Development Advisory Committee
Transport Planning Section, Sydney Region

14 August 2009

encl: RTA letter dated 16 April 2008