

Your Reference:
Our Reference:
Contact:
Telephone

DA/871/2010
RDC 10M1460 Vol 2 SYD10/00569
Nagalingam Raveendrarajan (EP)
8849 2540

SRDAC

Randwick City Council

15 NOV 2010

Records Received

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The General Manager
Randwick City Council
30 Frances Street
RANDWICK NSW 2031

Attention: David Ongkili

**PROPOSED STABLES AND TRAINING PRECINCT AT,
RANDWICK RACECOURSE, 77-79 ALISON ROAD, RANDWICK**

Dear Sir/Madam

I refer to your undated letter received by the RTA on 3 October 2010 (Council Reference: MP 1 DA/871/2010), concerning the abovementioned development application (DA) which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007 and Part 3A of the *Environmental Planning and Assessment Act 1979*. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 3 November 2010.

Below are the Committee's recommendations and RTA's comments on the subject application:

1. The subject property is affected by a road proposal in the manner shown by pink colour on the attached property and information mapping systems (PIMS) plan (Plan "A" corner Alison Road and Wansey Road).

Also, there is a proposed easement for maintenance of High Street as shown by tan colour on the attached PIMS plan (Plan "B").

The RTA has no other approved proposal that requires any part of the subject property for road purposes.

Therefore there are no objections to the development proposal on property grounds, provided any new building or structures are erected clear of the land required road (Alison Road & Wansey Street).

2. The accident history data for the intersection of Alison Road/Wansey Road/Prince Street indicates that there have been numerous rear-end collisions at the intersection involving vehicles heading southeast on Alison Road. These accidents likely involved through vehicles on Alison Road colliding into vehicles waiting to turn right into Wansey Road.



Considering that the proposed development will increase traffic turning right from Alison Road into Wansey Road, the intersection shall be reconfigured to incorporate a right turn bay on Alison Road northwest approach for vehicles turning right into Wansey Road.

The right turn bay can be provided within the existing carriageway (i.e. existing pavement) but will likely require the removal of on-street parking.

The length of the right turn bay shall be based on geometric requirements specified in RTA's Road Design Guide and traffic modelling of the intersection during AM and PM peak periods. The traffic modelling shall consider future traffic generated by the proposed development and traffic generated during barrier trial events.

3. Certified copies of civil design plans for the works on the intersection of Alison Road/Wansey Road/Prince Street detailed in (2) above (i.e. intersection reconfiguration and right turn bay treatment) shall be submitted to the RTA for consideration and approval prior to the release of any Construction Certificate by Council and commencement of any road works.

The civil design plans shall be designed in accordance with the RTA's Road Design Guide, RTA's and other Australian Codes of Practice and endorsed by a suitably qualified chartered Engineer (i.e. who is registered with the Institute of Engineers, Australia).

The certified copies of civil design plans shall be submitted to the RTA for consideration and approval prior to the release of Construction Certificate by Council and commencement of any road works.

The RTA fees for administration, plan checking, civil works inspection and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a minor Works Authorisation Deed (WAD) for the abovementioned civil works. The Works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed design plans.

The intersection works shall be fully constructed and operational prior to the release of any Occupation Certificate by the Council.

Community consultation for the intersection works shall be undertaken by the developer to the satisfaction of Council.

4. The use of the narrow/southern access driveway on Alison Road (i.e. access adjacent to the brick cottage/caretakers house) shall be banned except in race events in accordance to the approved Special Event Transport Management Plan. Signage shall be installed to enforce this requirement. Use of the wider/northern access driveway on Alison Road can be maintained provided parking on the approach to this access is banned.

5. Both existing access driveways on Alison Road need to comply with AS2890.1 and AS2890.2 for large vehicles. It is noted that due to the gradient of the driveways inside the site, existing fencing and existing vegetation (trees), it is unlikely that the driveways meet the required sight distance to the regional shared path along the Alison Road site frontage.

The access driveways shall be reviewed and if required re-designed and re-constructed to comply with AS2890.1 and AS2890.2.

6. All vehicles should be wholly contained on site before being required to stop on the access driveways on Alison Road,
7. Off-street car parking spaces, bicycle facilities and loading areas shall be provided to the satisfaction of Council.
8. The layout of the proposed car parking areas, loading docks and access driveway on Wansey Road associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, loading area dimensions and parking bay dimensions) should be in accordance with AS2890.1- 2004 and AS2890.2 – 2002 for large vehicles.
9. 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 Council, for approval, prior to the issue of a construction certificate.
10. All works associated with the proposal will be at no cost to the RTA.

In accordance with State Environmental Planning Policy Infrastructure, it is essential that a copy of Council's determination on the proposal (conditions of Consent if approved) is forwarded to the Committee at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Nagalingam Raveendrarajan on telephone 8849 2540.

Yours sincerely



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee
Transport Planning Section, Sydney Region

8 November 2010

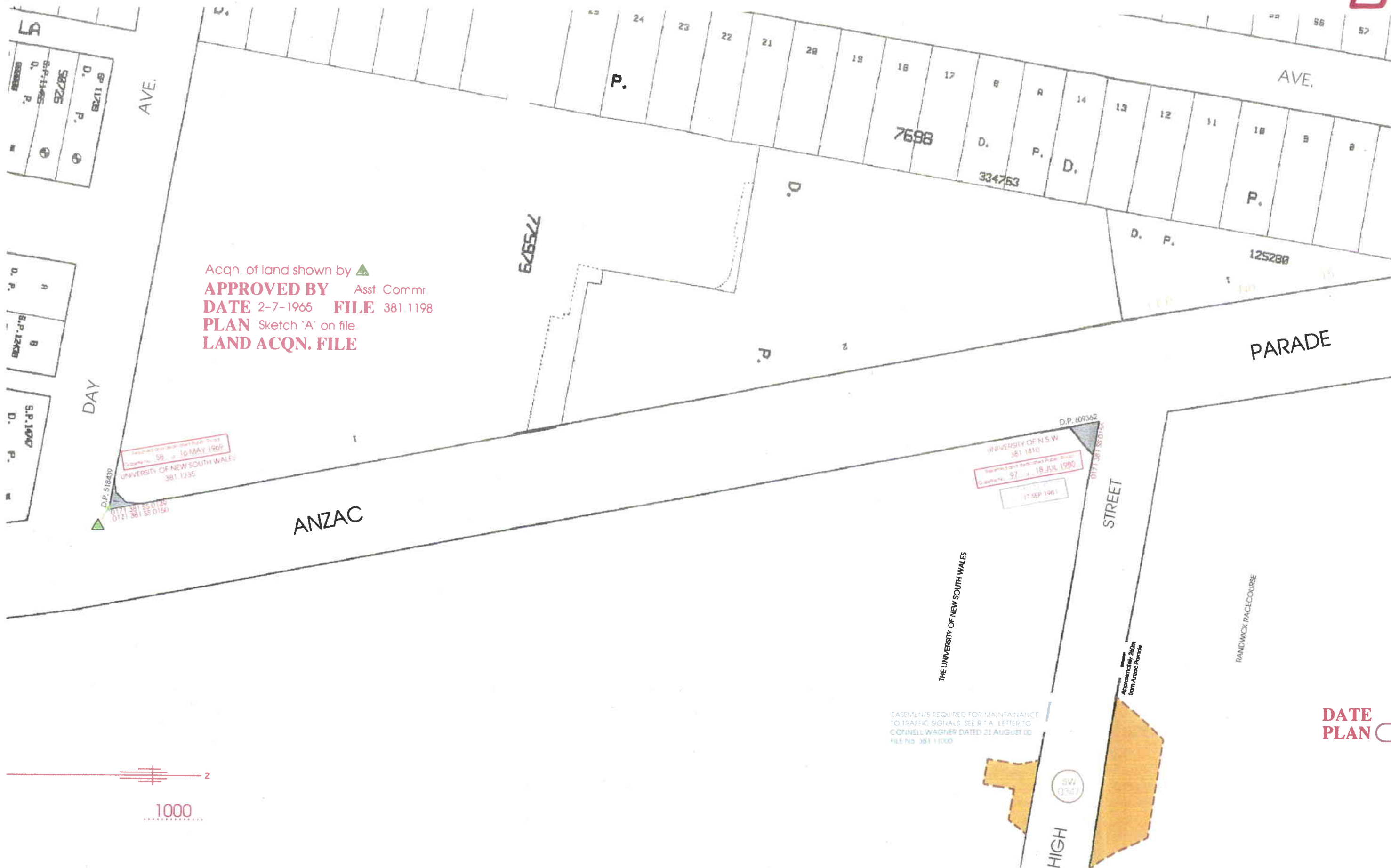
encl: PIMS Plans

Hand-drawn survey plan for Alison Road. The plan shows a proposed realignment of the road, indicated by a dashed line labeled "FOR Realignment". The existing road is shown as a solid line. A brick cottage, labeled "Brick Cottage (Coretaker)", is situated near the realignment. A racecourse is also shown, with a "fence" and "Retaining wall" indicated. The plan includes various measurements, bearings, and labels for existing and proposed features. Key features include:

- Alison Road:** The main road being surveyed, with a proposed realignment shown as a dashed line.
- Brick Cottage (Coretaker):** A building situated near the realignment, with a "fence" and "Retaining wall" indicated.
- Racecourse:** An area adjacent to the cottage, with a "fence" and "Retaining wall" indicated.
- Wansey Street:** A street shown in the plan, with a "fence" and "Retaining wall" indicated.
- Measurements and Bearings:** Various measurements and bearings are provided throughout the plan, including "20'", "30'", "40'", "50'", "60'", "70'", "80'", "90'", "100'", "110'", "120'", "130'", "140'", "150'", "160'", "170'", "180'", "190'", "200'", "210'", "220'", "230'", "240'", "250'", "260'", "270'", "280'", "290'", "300'", "310'", "320'", "330'", "340'", "350'", "360'".
- Labels:** Labels include "Existing", "Proposed", "Realignment", "Retaining wall", "fence", "Racecourse", "Brick Cottage (Coretaker)", "Wansey Street", "Alison Road", "FOR Realignment", "20'", "30'", "40'", "50'", "60'", "70'", "80'", "90'", "100'", "110'", "120'", "130'", "140'", "150'", "160'", "170'", "180'", "190'", "200'", "210'", "220'", "230'", "240'", "250'", "260'", "270'", "280'", "290'", "300'", "310'", "320'", "330'", "340'", "350'", "360'".

Land proposed to be acquired edged red.

B



Acqn. of land shown by ▲
APPROVED BY Asst. Commr.
DATE 2-7-1965 **FILE** 381.1198
PLAN Sketch 'A' on file
LAND ACQN. FILE

D.P. 518430
16 MAY 1969
UNIVERSITY OF NEW SOUTH WALES
381.1235
0171 381 55 0136
0172 381 55 0150

D.P. 609362
UNIVERSITY OF N.S.W.
381.1410
16 JUL 1980
17 SEP 1981

EASEMENTS REQUIRED FOR MAINTENANCE
TO TRAFFIC SIGNALS. SEE R.T.A. LETTER TO
CONNELL WAGNER DATED 21 AUGUST 80
FILE No 381.11000

DATE
PLAN C