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Department of Planning
Major Development Assessment
GPO Box 39
Sydney NSW 2001

Attn: Christine Chapman

PROJECT MP 07_146 MOD 1 – PROPOSED INTEGRATED OILSEED PROCESSING FACILITY, TRAHAIRS ROAD, WAGGA WAGGA.

I refer to your correspondence regarding the subject development which was referred to the Roads and Traffic Authority (RTA) for comment.

The RTA has reviewed the revised development proposal and notes that the current proposal represents changes to the original proposal through the deletion of several components of the original proposal. From the information supplied this modified proposal does not represent any significant traffic related impacts when compared with the original proposal.

The subject site has frontage to Byrnes Road and Trahairs Road which are both local roads with the relevant roads authority being the Wagga Wagga City Council. This development has been referred to the RTA due to the nature of the development and the potential traffic generation of the development. Whilst this proposal may not have a significant impact on the capacity of the surrounding roads network the amalgamation of this and similar developments within the Bomen precinct may potentially have a significant impact on the broader road network including the Olympic Highway and Sturt Highway (both Classified Roads) which feed into Bomen. This is to be considered as part of the Bomen Industrial Precinct masterplan exercise.

The supporting documentation indicates that the intersection of Byrnes Road and Trahairs Road is to be designed and constructed as a sealed Channelised Right Turn (CHR) and Auxiliary Left Turn (AUL) treatment. This is supported by the RTA for safety reasons. The standard of design needs to provide for the prevailing speed limit and the pavement needs to be constructed to accommodate the large proportion of articulated vehicles turning at this intersection.

The RTA has assessed the development application and the supporting information supplied and notes the recommendations of the Traffic & Transport section and the Statement of commitments of the Environmental Assessment report, dated August 2010, prepared by Lennon Salvestro Planning and would raise no objection to the development as proposed subject to the following comments being considered in the assessment of the development proposal for road safety reasons:

- I. The intersection of Byrnes Road and Trahairs Road shall be designed and constructed to provide for a painted Channelised Right Turn (CHR) and Auxiliary Left Turn (AUL) treatment in accordance with the Austroads Guide to Road Design series for the prevailing speed limit and to cater for largest size vehicle likely to access the subject site. The pavement standards shall be designed and constructed to a standard to accommodate the proposed turning traffic.

2. As the development is proposed to be operated 24 hours per day the intersection of Byrnes Road and Trahairs Road is to be illuminated in accordance with ASI 158 - Lighting for roads and public spaces and the Austroads Guide to Road Design series.
3. The proposed driveway to Byrnes road is to be restricted to access for emergency vehicles only as identified in the Environmental Assessment report, dated August 2010, prepared by Lennon Salvestro Planning. This is to be appropriately signposted.
4. The proposed emergency access to Byrnes Road is to be located so as to comply with the required Safe Intersection Sight Distance (SISD) in either direction in accordance with the RTA's Road Design Guide and/or relevant Australian Standards for the prevailing speed limit (currently 100 Km/H). Compliance with this requirement is to be certified by an appropriately qualified person prior to construction of the vehicular access.
5. Any gates located at the access driveways to the site from Trahairs Road and Byrnes Road are to be located a minimum of 30m into the site from the road reserve. This is to allow for storage of long vehicles off the road reserve if the access gates are closed.
6. Any driveway shall be sealed from the edge of seal of the carriageway to the entry gate or the property boundary whichever is the greater. This is required to prevent deterioration of the road shoulder and the tracking of gravel onto the roadway. The remainder of the driveway access should be constructed using an all weather surface to address maintenance and dust concerns.
7. Any access driveway is to be designed and constructed to prevent water from proceeding onto the carriageway of the adjoining road reserve.
8. Stormwater run-off from the subject site onto the adjoining road reserve as a result of the proposed development is not to exceed the existing level of run-off from the subject site. Suitable provision should be made to retard any increased storm water run-off from the site.
9. The provision of on-site car parking spaces associated with subject development is to be in accordance with Council requirements. All car parking spaces required by the development are to be provided on site and not to be compensated by the on-road parking in the vicinity.
10. The internal layout for vehicular movement and parking including driveway design and location, internal aisle widths, parking bay dimensions and loading bays are to be in accordance with AS 2890.1-2004 "Off-street car parking" and AS 2890.2-2002 "Off-street commercial vehicle facilities" to a width and standard to accommodate the largest size vehicle likely to access the subject site.
11. The swept path of the largest vehicles entering and exiting the subject site and manoeuvrability through the site is to be in accordance with AS 2890.2-2002 "Off-street commercial vehicle facilities" and to Councils satisfaction and in a manner to allow all vehicles to be able to enter and exit the subject site in a forward direction.
12. Appropriate directional signage and line marking is to be strategically located and maintained throughout the site to assist in directing vehicles around and through the facility.
13. A construction management plan, to address construction activity access and parking, is to be prepared to ensure that suitable provision is available on site for all vehicles associated with the construction of the development to alleviate any need to park within, or load/unload from, the surrounding public road network. Access to the site for construction purposes is to be from

Trahairs Road only. Appropriate signage and fencing is to be installed and maintained to effect this requirement.

14. Any works associated with the proposed development shall be at no cost to the RTA.

Under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development application and of the implications of any proposed conditions.

Any enquiries regarding this correspondence may be referred to the RTA's Development Assessment Officer (South West Region), Maurice Morgan on Phone: (02) 6937 1611.

Please forward to the RTA a copy of the Council's Notice of Determination for this Development Application at the same time as advising the applicant.

Yours faithfully

J Rheinberger
Acting Regional Manager
South West Region