PCU027565

Transport Roads & Traffic Authority

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Department of Planning
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Scanning Room

The Director
Metropolitan and Regional Projects North
NSW Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

ATTENTION: Ms Heather Warton

DA 10_0209
LOT 519 DP 729020 - No. 19 BRISBANE WATER DRIVE, KOOLEWONG
EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR A PROPOSED 50 BERTH MARINA

Dear Ms Warton,

I refer to your letter dated 4 October 2011, received on 6 October 2011 (your reference: 10_0209) requesting comment from the Roads and Traffic Authority (RTA) regarding the Environmental Assessment for the subject application. I also refer to the RTA's previous letter dated 9 December 2010.

RTA Responsibilities

The RTA's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Brisbane Water Drive (MR349) is a classified State Road and RTA concurrence is required for connections to the road with Council consent, under Section 138 of the Act. Council is the roads authority for this road and all other public roads in the area.

RTA Response and Requirements

The RTA has reviewed the information provided and has no objections to the proposed marina, provided the following matters are addressed and included in the Department's conditions of approval:

Access and Parking Requirements

- On site vehicular turning facilities are to be provided to enable the largest design vehicle to enter and exit the site in a forward direction.

Roads and Traffic Authority of New South Wales

Level 1, The Pavilion, 29-37 George St, Woy Woy NSW 2256 | PO Box 766 Woy Woy NSW 2256 DX 8812
T 02 4379 7001 | **F** 02 4379 7032 | **E** Central_Coast_Office@rta.nsw.gov.au **www.rta.nsw.gov.au | 13 22 13**

- The access driveways shall be designed and constructed in accordance with AS2890.1: 2004 'Off-street car parking' – see Tables 3.1 and 3.2 for guidance.

- Internal accesses and parking facilities are to be designed and constructed in accordance with Gosford City Council DCP No. 111 'Car Parking' and AS/NZS 2890.1: 2004: 'Off-street car parking' (see Table 1.1 and Figure 2.2 for guidance) and AS 2890.2: 2002 Part 2: 'Off-street commercial vehicle facilities'. In particular the developer shall ensure, given some parking space lengths are only 4.8m long, that the first 600mm immediately behind the end overhang of the vehicle is unobstructed by another parking space, a footway or similar, or vegetation.

Signage Requirement

- The developer shall, at the driveway exit point before the shared path, erect the bicycle/pedestrian warning sign (W6-9) with crossing arrows sign (W8-23) below it in accordance with AS1742.9: 2000.

Construction Requirements

- A Construction Traffic Management Plan (CTMP) shall be prepared and include a Vehicle Movement Plan and Traffic Control Plan. It shall be prepared with the intention of causing minimal impact to the operation of the road network during construction. The CTMP shall be submitted to the RTA and Council for review and approval prior to any construction activities occurring onsite.

- Appropriate site works are to be constructed across the street frontage so as to comply with the minimum sight distance requirements and minimum sight lines for pedestrian safety set out in the RTA publication "Guide to Traffic Generating Developments" (1993) and AS/NZS 2890.1: 2004 Part 1: "Off-Street Car Parking".

- In order to minimise impacts on the stormwater drainage system, including associated flooding behaviour and water quality impacts, stormwater generated from the development site must be managed so as to attenuate post-development flows to pre-development flows for a full range of design rainfall events. The principles of Water Sensitive Urban Design may be applied in order to achieve this goal.

- Ground water seepage and overland stormwater flow which affect the classified road reserve shall be managed on site.

- Stormwater from the development shall be conveyed by gravity (not a charged or pump system except for works below ground level) to the street kerb or via a direct connection to an on street stormwater gully pit. If the pit option is implemented the pipeline within the footpath area shall have a minimum cover of 300mm.

- Where any direct stormwater connection to the kerb is made, it is to be by way of a low-profile rectangular hollow galvanised steel section. All kerb and footpath rectification works are to be undertaken to the satisfaction of the RTA.

General Requirement

- The works referred to above shall be fully funded by the developer and at no cost to the RTA.

Sediment control measures, in accordance with the Austroads Guide to Road Design (Part 5), RTA Road Design Guide (Section 8), the NSW Department of Housing publication "Managing Urban Stormwater – Soils and Construction" (4th edition [2004] Vol. 1) or Council's internal policy documents should be incorporated in any future consent.

It is requested that the Department advise the applicant that the conditions of development consent set by Department do not guarantee the RTA's final concurrence to the specific road work, traffic control facilities and other structures on the classified road network. The RTA must provide a final concurrence for each specific change to the state road network prior to the commencement of any work.

On the Department's determination of this matter, it would be appreciated if a copy of the Notice of Determination is forwarded to the RTA for record and / or action purposes.

Should you require any further advice please contact Michael Dixon, Road Safety and Traffic Officer, in the first instance, on (02) 4379 7035, or myself on (02) 4379 7004.

Yours sincerely

Scott Stapleton
Traffic & Safety Manager
Central Coast Office