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General Manager
Newcastle City Council
PO Box 489
NEWCASTLE NSW 2300

Attention: Mr Damian Jaeger

MAITLAND ROAD (MR 464): DEMOLITION OF EXISTING STRUCTURES ON SITE, SUBDIVISION OF 27 LOTS INTO 2 LOTS, NEW RETAIL CENTRE WITH UNDERGROUND PARKING, 22 SPECIALITY SHOPS, 3 KIOSKS AND RESIDENTIAL COMPONENT COMPRISING A TWO-STOREY BUILDING WITH BASEMENT CAR PARK CONTAINING 12 APARTMENTS & 6 x 3 - STORY TOWNHOUSES, MAYFIELD (DA NO. 09/1229)

Dear Mr Jaeger,

I refer to the previous letter from Newcastle Council dated 15 July 2010 (Your reference: DA No. 09/1229) requesting comments / requirements from the Roads and Traffic Authority (RTA) in relation to the subject development application. I also refer to the email received from the applicant on 15 October 2010 which included a revised strategic concept design for the proposed infrastructure works at the intersection of Maitland Road and Church Street.

RTA Responsibilities and Obligations

The RTA's primary interests are in the road network, traffic and broader transport issues, particularly in relation to 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. Maitland Road (MR464) is a classified (Regional) Road. RTA concurrence is required for connections to the road with Council consent, under Section 138 of the Act. RTA consent is required for traffic control signals and facilities under Section 87 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 additional information provided by the applicant and would have no objections to the development, provided the following matters are addressed and included in Council's conditions of development consent:

Roads and Traffic Authority

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- The intersection of Maitland Road, Church Street and Nile Street shall be upgraded in accordance with the RTA's *Road Design Guide*, relevant Australian Standards and Austroads guidelines to the following requirements:

- A right turn storage bay shall be provided on the eastern leg (Maitland Road) with a length of 110 metres, excluding taper.
- A right turn storage bay shall be provided on the western leg (Maitland Road) with a length of 30 metres, excluding taper.
- The kerbside lane in each direction on Maitland Road shall be a minimum of 3.8 metres in width.

Comment: It should be noted the RTA's previous requirement was for minimum 3.25 metre kerbside lanes. However, following a review of the strategic concept plan provided on 15 October 2010, it has been determined that 3.8 metre lanes could be provided if a central raised median was not included on Maitland Road. The provision of 3.8 metre lanes would allow for cyclists on-road through the intersection.

- A signalised pedestrian crossing shall be provided on the western leg of the intersection.
- The lane configuration of the northern leg (Church Street) shall be reconfigured to allow for right turn movements only from the right lane and all movements from the left lane.
- Cyclists shall be provided for through the intersection.
- Pedestrian protection shall be provided along the Maitland Road kerb between Nile Street and the eastern pedestrian crossing. The RTA is concerned with the path of southbound vehicles travelling from Church Street to Nile Street and the potential for errant vehicles cross onto the Maitland Road footpath.
- The whole intersection shall be upgraded to LED lanterns, including the necessary cabling, pavement, signal hardware and associated civil works.
- All works shall be designed and constructed to RTA and Council satisfaction.

Comment: Council should note that the provision of right turn bays at the intersection of Maitland Road and Church Street will result in the loss of on-street parking on both sides of Maitland Road. The requirements for the upgrade of the intersection of Maitland Road / Church Street / Nile Street are based on the proposal put forward by the applicant and as required by the RTA to ensure that the traffic signals continue to operate effectively and safely.

Council should also note that the RTA review of the modelling provided indicates that extensive queuing has been identified on the northern leg (Church Street) of the intersection as a result of the proposed development. The RTA will not allocate additional green time to this leg as it will significantly adversely impact on the performance of through traffic on Maitland Road.

The RTA reserves the right to modify the traffic signal arrangements to maintain traffic efficiency and safety on the road network. This may impact on access to / from the subject site.

- Trucks servicing the proposed development via the Thomas Street loading dock shall be restricted to right turn in and out at the intersection of Maitland Road and Church Street only. This shall be enforced by a Truck Management Plan to be prepared by the applicant, to RTA and Council satisfaction.
- The light vehicle access on Maitland Road shall be designed and constructed as a driveway to Council requirements and be restricted to left in / left out movements only. The right in / right

out movements shall be prohibited through appropriate signage and a splayed raised island within the driveway.

Comment: The RTA does not support the proposed marked foot crossing across the light vehicle access.

Comment: It is requested that Council consider requiring the light vehicle access to be realigned to a minimum of 70 degrees from the kerb line along Maitland Road. This will reduce the width of footway that is covered by this driveway and maintain safety for pedestrians in this location.

- The heavy vehicle access on Maitland Road shall be designed and constructed as a driveway to Council requirements. Movements shall be restricted to left in / left out only through appropriate signage and be enforced by a Truck Management Plan to be prepared by the applicant, to RTA and Council satisfaction.

Comment: The RTA does not support the proposed marked foot crossing across the heavy vehicle access. It is noted the design for the current heavy vehicle access does not meet the requirements of Australian Standard AS2890.2.

- All vehicles must be able to enter and exit the light and heavy vehicle accesses in a forward direction.
- All redundant driveways on Maitland Road shall be removed and reinstated with appropriate kerb and gutter and footpath.
- Street lighting shall be upgraded adjacent to the proposed development in accordance with the relevant Australian Standard and to RTA and Council requirements.
- All signage proposed for the subject development shall be in accordance with Council requirements and shall not have / use:
 - Flashing lights;
 - Electronically changeable messages;
 - Animated display, moving parts or simulated movement;
 - Complex displays that hold a drivers attention beyond "glance appreciation";
 - Displays resembling traffic signs or signals, or giving instruction to traffic by using words such as 'halt' or 'stop'; and
 - A method of illumination that distracts or dazzles.
- An independent audit of the above measures for the heavy vehicle movements on Maitland Road and Church Street shall be undertaken at the applicant's expense within the first three months of operation. This audit shall be submitted to the RTA and Council for review. Any non conformances identified from the audit shall be rectified by the developer as soon as practicable, at full cost to the developer.
- A Construction Traffic Management Plan (CTMP) shall be prepared by the developer 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.
- All works shall be completed at full cost to the developer and at no cost to the RTA or Council.

- Any property acquisition / dedication required to accommodate the above works shall be at no cost to the RTA or Council in favour of Council as public road reserve.
- The developer will be required to enter into a Works Authorisation Deed (WAD) with the RTA. In this regard the developer is required to submit concept and detailed design plans and all relevant additional information, as may be required in the RTA's WAD documentation, for each specific change to any traffic control signals or the road carriageway for the RTA's assessment and final decision concerning the work.

Comment: It is requested that Council advise the developer that the conditions of consent set by Council do not guarantee the RTA's final consent to the specific road work, traffic control facilities and other structures works, for which it is responsible, on the road network. The RTA must provide a final consent for each specific change to any traffic control signals prior to the commencement of any work.

- The WAD shall be executed prior to granting a Construction Certificate for the proposed development.
- All road works under the WAD shall be completed prior to issuing an Occupation Certificate (interim or final) for the proposed development.

Comment: The WAD process, including acceptance of design documentation and construction, can take a considerable amount of time. The developer should be aware of this and allow sufficient lead time within the project development program to accommodate this process. It is therefore suggested that the developer work through the process as soon as possible with the RTA.

On Council's determination of this matter, it would be appreciated if a copy of the Notice of Determination was forwarded to the RTA for record purposes.

Please contact me on (02) 4924 0240 if you require further information.

Yours sincerely,



Ben Konetschnik
A/Manager, Land Use Development
Infrastructure Services
Hunter Region

9 November 2010

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**Hunter Regional
Development Committee**

C/- RTA
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NEWCASTLE NSW 2300

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General Manager
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Attention: Mr Damian Jaeger

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Dear Mr Jaeger,

I refer to the previous letter from Newcastle Council dated 15 July 2010 (Your reference: DA No. 09/1229) and the additional information provided by the applicant by email on 9 and 13 October 2010 regarding the subject development application. I also refer to the minutes of the Hunter Regional Development Committee (HRDC) meeting, held on 11 November 2009.

The HRDC considered the additional information prepared by GHD dated 8 October 2010 for the proposed shopping centre on Maitland Road Mayfield, under the requirements of *State Environmental Planning Policy (Infrastructure) 2007*, at the meeting between RTA and Council (David Ryner) officers on 14 October 2010.

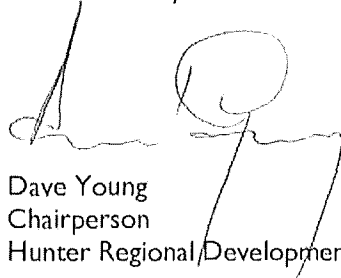
The Committee would have no objections to the proposed development provided the matters raised by the RTA in the letter dated 14 October 2010 are addressed and included in Council's conditions of development consent.

This letter supersedes the previous advice provided by the HRDC from its meeting on 11 November 2009.

On determination of this matter, it would be appreciated if a copy of the notice of determination could be forwarded to the RTA for record purposes.

Please contact me on (02) 4924 0240 if you require further advice.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dave Young', with a large circular flourish above the 'Y'.

Dave Young
Chairperson
Hunter Regional Development Committee

5 October 2010