

Our Ref: 496DA92 (11/881) STH10/00028  
Contact: Ivo Pacitto 4221 2769  
Your Ref: DA 010.2009.00000765.001



23 AUG 2011

The General Manager  
Wollondilly Shire Council  
PO Box 21  
Picton NSW 2571

Attention: Mark Ruddiman

**WOLLONDILLY SHIRE COUNCIL – MR620, REMEMBRANCE DRIVEWAY -  
PROPOSED EXTENSIONS TO TAHMOOR TOWN CENTRE**

Dear Sir,

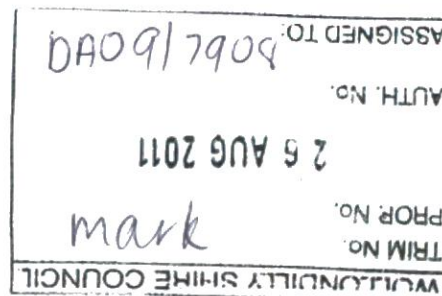
Reference is made to your letter dated 13 July 2011 regarding a pedestrian management plan associated with the subject development application forwarded to the Roads and Traffic Authority (RTA) for consideration.

The RTA maintains its position as stated in the two attached RTA letters dated 18 July 2011. In this regard, whilst the RTA will be involved in any matters relating to the development application that are referred to Local Traffic Committee, Council is responsible for managing the design and construction of these works. As such, a formal referral of the amended plans to the RTA was not required.

Yours faithfully

A blue ink signature of Brian Lefoe.

Brian Lefoe  
Manager, Road Safety and Traffic Management  
Southern Operations and Engineering Services



Roads and Traffic Authority

Our Ref: 496DA92 (11/802a) STH10/00028  
Contact: Tim Webster 4221 2769  
Your Ref: DA 010.2009.000000765.001

18 JUL 2011

The General Manager  
Wollondilly Shire Council  
PO Box 21  
Picton NSW 2571

Attention: Stephen Moon

**WOLLONDILLY SHIRE COUNCIL – MR620, REMEMBRANCE DRIVEWAY -  
PROPOSED EXTENSIONS TO TAHMOOR TOWN CENTRE**

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Dear Sir,

Reference is made to your email dated 13 July 2011 containing an updated roundabout design for the intersection of York Street and Thirlmere Way associated with the subject development application forwarded to the Roads and Traffic Authority (RTA) for consideration.

Reference is also made to the RTA's letter dated 18 July 2011 [RTA Ref: 496DA92 (11/802) STH10/00028]. In this letter the RTA stated that it is satisfied with the roundabout as a concept, that a roundabout generally as proposed is capable of fitting within the existing road reserve and could operate satisfactorily from a road safety and traffic efficiency perspective with some detailed design issues being addressed. Accordingly the RTA does not object to the development application in principle and considers that the development application can now be determined from a traffic perspective.

While, the RTA accepts a concept roundabout design the RTA considers that the following issues should be addressed prior to construction. The RTA notes that the proposed roundabout is on an unclassified road and therefore does not require RTA consent under the Roads Act, 1993. The RTA however offers the following comments to assist Council and the Local Traffic Committee in their review of the design:

1. The layout still does not comply with the RTA supplement to AUSTROADS Guide to Road Design Part 4B: Roundabouts. This supplement can be found at: [www.rta.nsw.gov.au/doingbusinesswithus/ausroadsguides/road\\_design.html](http://www.rta.nsw.gov.au/doingbusinesswithus/ausroadsguides/road_design.html)
2. Attached is a sketch showing a possible design that is based on the guidelines however there are still some concerns.
  - 2.1. The design vehicle adopted is a 12.5m large rigid vehicle however the design has been modified to accommodate a 19.0m articulated vehicle travelling through the roundabout along Thirlmere way. It has been assumed that the roundabout would be infrequently used by semi trailer and they would track over a traversable annulus on the central island. Note: The central island could be reduced to accommodate the semi trailer tracking.
  - 2.2. It is assumed the largest vehicle to require access to George Street extension will be a 12.5m large rigid vehicle as the loading dock adjacent to the George Street Extension only caters for smaller tenancies according to the information supplied.



- 2.3. The York Street southern leg has not been designed strictly in accordance with the guide as large service vehicles will not access this leg. A layout circle 1.5 to 2.0m offset from the central island has been adopted for the splitter island entry and exit arcs. The widths of the entry and exit lanes are less than the minimum 4.3m stated in the guide as a minimum with a raised splitter island.
- 2.4. Details should be provided of the requirements for the driveway on the eastern side of York Street south. It appears from Google Earth that its existing use is as a loading dock and a garbage collection point. Templates indicate an 8.8m service vehicle would not be able to manoeuvre into this driveway, turn and exit in a forward direction. Adjustments to the kerb lines would be required to allow any vehicle larger than a service vehicle to enter or exit York Street South from the roundabout.
- 2.5. The largest vehicle that would be able to enter the access laneway serving the residential properties is an 8.8m service vehicle. Any vehicle entering the access laneway must be able to turn and exit to the roundabout in a forward direction. The barrier line in the access lane should be removed as vehicles entering the lane will require the full width of the roadway.
- 2.6. The splitter islands in Thirlmere Way west and York Street north as shown on the sketch are too small to accommodate a pedestrian refuge. Extending the medians would probably allow the provision of the refuge. Note – pedestrian facilities at roundabouts should be located one car length (6.0m) back from the hold line to deter pedestrians from crossing in front of a vehicle waiting to enter the roundabout.
- 2.7. Ideally the splitter island exit arcs should be increased to assist vehicles clearing the roundabout. The splitter island exit arcs shown on the sketch are only 30.0m radius with the entry arcs 25m radius.
- 2.8. The distance between the proposed kerblines and the property boundary on the northwest corner is less than desirable. Reducing the roundabout inscribed circle slightly and retaining the eastern extent of the roundabout would probably provide the required offset.
3. Turning paths should be applied in accordance with RTA Technical Direction TDT2001/06a. Turning radii used should not be less than required by the technical direction and a short straight should be provided between reverse turning movements.
4. Due to the close proximity of a number of legs to each other, a full signage plan showing directional, advisory, warning and regulatory signage is required to ensure that usage of the roundabout is clear to road users.

If you have any further questions in relation to the above please contact Tim Webster on 4221 2769. A PDF version of the plans will be emailed to you for your reference.

Yours faithfully



Brian Lefoe  
Manager, Road Safety and Traffic Management  
Southern Operations and Engineering Services

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Wollondilly Shire Council  
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Attention: Mark Ruddiman

**WOLLONDILLY SHIRE COUNCIL – MR620, REMEMBRANCE DRIVEWAY –  
PROPOSED EXTENSIONS TO TAHMOOR TOWN CENTRE**

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Dear Sir

Reference is made to an email from Councils Senior Development Engineer Stephen Moon dated 13 July 2011 containing an updated roundabout design for the intersection of York Street and Thirlmere Way associated with the subject development application forwarded to the Roads and Traffic Authority (RTA) for consideration.

The RTA has reviewed the submitted information and considers that the roundabout junction treatment is acceptable as a concept design. The RTA is now satisfied that the roundabout can operate satisfactorily from a road safety and traffic efficiency perspective and that a roundabout generally as proposed can be accommodated within the road reserve available. While the RTA considers that there are still some design issues with the roundabout, these are considered to be detailed design issues that should be addressed prior to construction and do not need to be addressed prior to the determination of the development application as a whole.

As all works required to ameliorate the traffic impacts of the development are on unclassified roads, the RTA's concurrence to the works is not required under the Roads Act, 1993. The RTA will however be involved in the approval of these works as a voting member on the Local Traffic Committee. Council shall be responsible for managing the design and construction of these works and issuing consents under the Roads Act, 1993. Accordingly the RTA does not object to the development application in principle.

Separate advice regarding the roundabout design will be provided to Council to assist Council in their review of the design.

In accordance with Section 79C(1)(b) of the EP&A Act, Council as the Consent Authority, is responsible to consider any likely impacts on the natural or built environment in the road reserve fronting this proposed development. For instance there could be traffic noise impacts on adjacent residences, impacts on indigenous or non-indigenous heritage items or threatened species. The RTA will not be making a separate Part 5 environmental assessment of the environmental impacts in the road reserve for this proposal.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Brian Lefoe', with a stylized flourish at the end.

Brian Lefoe  
Manager, Road Safety and Traffic Management  
Southern Operations and Engineering Services