

David Christy

From: MORGAN Maurice W [Maurice_MORGAN@rta.nsw.gov.au]
Sent: Tuesday, 5 October 2010 1:34 AM
To: David Christy
Subject: Volt Lane Development
Attachments: 10_4DA122.doc

David

Please find attached the RTA reply regarding this DA. Any questions call me on my mobile 0428 471824

Cheers

Maurice Morgan
Development Assessment Officer
RTA (South West Region)
Ph. 02 69371611

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4DA122
10935
MM:

The General Manager
Albury City
PO Box 323
Albury NSW 2640

Attention: David Chrisy

DA 10.2010.30491.1 - PROPOSED MIXED USE COMMERCIAL AND RETAIL DEVELOPMENT WITH MULTI-DECK CAR PARK, 520-524 SMOLLETT STREET AND 441 KIEWA STREET, ALBURY.

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

The development proposal consists of 2 components which can generally be described as:

- a multi-storey commercial and retail development with multi-deck carpark with frontage to Smollett Street, and
- a decked carpark with frontage and access to Kiewa Street.

The proposed development of the commercial and retail development with frontage to Smollett Street is located in the centre of the Albury Central business District. The subject site and the immediately surrounding precinct currently experience a significant amount of pedestrian and vehicular movement activity. This development will add to this activity however with appropriate design considerations it may prove beneficial to the pedestrian and vehicular activity, and its interaction, within the area particularly along Amp and Volt Lanes. Also to be considered is the added activity generated by other developments in the precinct.

The development proposal for the Smollett Street site represents the provision of 2 new driveways to Smollett Street, one to service the multi deck carpark and one to service the proposed loading dock, with both to be located in close proximity to the existing access into Amp Lane and the driveway for the Target loading dock with limited separation provided between these driveways. Admittedly there are currently more driveways along the frontage of the site to Smollett Street however this proposal, particularly with only one driveway proposed to service the multi deck carpark will concentrate the vehicular movements to the site. The development proposes to address this with works within the travel lanes through Smollett Street including the inclusion of a central median with channelised right turn (CHR) treatments and the denial of right turn egress from the multi deck carpark and new loading dock area.

The subject site have frontage to Smollett Street and Kiewa Street which are both local roads with the relevant roads authority being the Albury 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 classified road network it will impact on the operation of the traffic signal facilities at the nearby intersections of Smollett Street with Kiewa Street, Smollett Street with Olive Street and potential for impact on the intersection of Kiewa

Street with Hume Street (the Riverina Highway). Whilst the supporting information identifies that any impact can be accommodated it may be prudent to consider a condition requiring an assessment of the actual functioning of these intersections for both pedestrian and vehicular movement after the completion and occupation of both development sites. This could be conditioned to be undertaken by the developer within 12 months of the occupation of the development with any augmentation works to the intersections to be borne by the development.

The RTA has assessed the development application and supporting information provided and would not object to the development proposal subject to the Council ensuring that in addition to the content and recommendations of the Statement of Environmental Effects prepared by Blueprint Planning that the following comments are considered as conditions of development consent and are complied with:

1. A traffic analysis of the Level of Service provided by the traffic facilities at the intersections of Smollett Street with Kiewa Street, Smollett Street with Olive Street and Kiewa Street with Hume Street (the Riverina Highway) is to be undertaken approximately 8 months after the occupation of the development and reported to the Consent Authority within 10 months. Any augmentation works required to the intersections to maintain the pre development Level of Service provided at these intersection is to be borne by the development and completed within 12 months of the occupation of the premises.
2. The off-street car park layout associated with the proposed development including driveway design and location, internal aisle widths, ramp grades, 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" and the Austrorads Guide to Traffic Management Part 11: Parking.
3. 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.
4. Any proposed access driveway to the development is to be constructed so that the driveway rises to the level of the pedestrian footpath along the frontage of the site and not have the footpath step down onto the roadway.
5. Any redundant driveway servicing the subject site is to be removed and the road reserve is to be reinstated to match the surrounding roadside landform including kerb & gutter in accordance with Council requirements.
6. Consideration is to be given to implement traffic calming measures and entrance treatments within the car park to control speeding vehicles and to reduce vehicular/pedestrian conflict. Pedestrian crossing stripes are not to be placed as it resembles to the pedestrian crossing on the road and creates confusion as to who has the priority.
7. Pedestrian access to the site from the road reserve is to be provided separate to the vehicle driveways and is to be designed to cater for all forms of pedestrian mobility.
8. Any landscaping, fencing, building structure, and signage to be provided within the site or along the boundary with any adjoining road reserve is to be designed and maintained to provide safe sight distance to pedestrians for motorists entering and exiting the site to minimise conflict in accordance with AS 2890.1-2004 "Off-street car parking".
9. All activities including loading and unloading associated with this development are to take place within the subject site.

10. The proposed carpark capacity signage is to be clearly visible along Smollett Street before turning into the driveway for the carpark.

11. A management plan to address construction and demolition 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. Appropriate signage and fencing is to be installed and maintained to effect this requirement.

12. All works associated with the proposed development shall be at no cost to the RTA.

Further to the above suggested conditions the Council in determining this application may also give consideration to the following:

1. The RTA's "Guide to Traffic Generating Developments" recommends that the required minimum number of on-site car parking spaces for the proposed development should be applied in accordance with the following rates:
 - i) Commercial floorspace - 1 car space per 40 m² of Gross floor area
 - ii) Retail Floorspace – 6.1 car spaces per 100 m² of Gross leasable floor area

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

All enquiries regarding this correspondence may be referred to the RTA's Development Assessment Officer, Maurice Morgan on Phone: (02) 69371611.

Please forward to the RTA a copy of Council's determination of this Development Application (Conditions of consent if approved) at the same time as advising the applicant.

Yours faithfully

J Rheinberger
Acting Regional Manager
South West Region



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MM:

ALBURY CITY		ACT	COPY
ACTION OFFICER	14 OCT 2010		
	FILE NO:		
	SCN:		

The General Manager
Albury City
PO Box 323
Albury NSW 2640

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