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Orange City Council
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The General Manager
Orange City Council
PO Box 35
ORANGE NSW 2800

24 NOV 2010

Container No

PR11613

Dear Sir

DA 326/2010(1); Lot 1 DP 1088078, Lot 517 DP731824, Lots B, C & D DP 151926, Lot 42 DP 1085735;
Service Apartments and Commercial Premises; 104-108 Summer Street (HW7) and 41-47 Sale Street, Orange

Thank you for your letter dated 29 October 2010 referring DA 326/2010(1) to the Roads and Traffic Authority (RTA) for consideration.

The material provided has been reviewed and the RTA makes the following submissions pursuant to the *State Environmental Planning Policy (Infrastructure) 2007* for your consideration:

Parking

- The application provides for 53 onsite parking spaces. The RTA recommends that 104 on-site parking spaces are provided in accordance with the RTA *Guide to Traffic Generating Developments*.
- The disabled parking space numbered one should be relocated to the same side of the car park as and adjacent to the lift well to minimise the potential for conflict between disabled pedestrians and motor vehicles.
- The disabled parking space numbered 53 does not allow extra space for a disabled driver parking in a forward facing direction. The parking space should be reconfigured to allow additional room on the driver's side of the parking space and be relocated adjacent to the lift well to minimise the potential for conflict between disabled pedestrians and motor vehicles.
- The grade of the ramp to the basement car park should be designed in accordance with AS 2890.1:2004 including a flat stand area at the top and a transition to grade at the top and bottom of the ramp.
- Minimum clearances for the basement car park, including the ramp, should be in accordance with AS 2890.1:2004. The minimum available clearance should be signposted at all entrances. Appropriate warning devices such as flexible striker bars should be provided in conjunction with the signs wherever the clearance shown on the signs is less than 2.3 metres.
- The RTA does not support the use of convex mirrors as is proposed in the basement car park.
- If secure basement parking is to be provided the location of any electronic security access points, or similar, will need to be determined. Once determined swept paths for the basement car park should be provided taking into consideration the point of entry and exit which will determine the adequacy of aisle widths and turning circles.
- Provision should be made for bicycle parking installations for users of the development in accordance with AS 2890.3:1993 and as recommended by the RTA *NSW bicycle guidelines*.

Roads and Traffic Authority ABN 48 142 972 770

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Reuben C Mortell

- Car parking should be designed in accordance with AS 2890.1:2004.

Access to Sale Street

- Access to Sale Street should be left-in, left-out only.
- The driveway to the proposed development should be designed in accordance AS 2890.1:1993 and as recommended by the RTA *Guide to Traffic Generating Developments* to cater for the number of parking spaces provided and accommodate the largest vehicle (6.4 metres) required to service the site.
- The longest vehicle permitted to access the site at the northern access should be limited to a 6.4 metre service vehicle. The RTA notes that 6.4 metres is not a standard service vehicle length; a van typically being 5.4 metres and a small rigid truck 6.6 metres.
- The loading zone and the laneway used for access to the loading zone should be designed in accordance with AS 2890.2:1989 to provide sufficient space for the manoeuvring of the service vehicle. The RTA notes the swept paths for the service vehicle demonstrate that the service vehicle will use the ramp access for manoeuvring. If the service vehicles do in fact undertake this manoeuvre there is likely to be conflict between the service vehicle and any other vehicle attempting to access or exit the basement car park.
- The existing median on Sale Street should be extended to prevent u-turns for the purpose of accessing the northern site access.
- The grade, levels and surface of the pedestrian footpath at the northern site access should be maintained across the driveway.
- An R1-1 (Stop) sign is to be displayed at the northern site access facing traffic exiting the development. This should be enhanced with the addition of a hold line to give pedestrians a defined walkway. The hold line may need to be extended out from the site boundary partly over the footpath to enhance site distance for traffic exiting the development.
- All traffic movements into and out of the site should be in a forward facing direction.

Advertising Signage

- The design and content of any advertising signage should be in accordance with the *State Environmental Planning Policy No 64 – Advertising Signage*.
- Any advertising signage should be permissible under the current zoning.
- Advertising signage is not to replicate any regulatory signage or give direction to traffic.
- Any advertising signage is to be contained wholly within the development. Any signage is not to be within or overhang the road reserve and is not to form a traffic hazard itself.
- Lighting should be in accordance with AS 1158.

Works

- All construction and demolition works are to be conducted via Sale Street.
- All access works and car parking facilities should be completed before any part of the development becomes operational.
- All works associated with the development are to be at no cost to the RTA.

It is an RTA requirement that all construction and demolition works are conducted via Sale Street and do not encroach onto the Mitchell Highway as concurrence has not been sought under Section 138 of the *Roads Act 1993*.

Please forward a copy of your determination of the development application to the RTA at the same time it is sent to the applicant.

Should you require further information please contact Susie Mackay on (02) 6861 1688.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Tony Hendry', written in a cursive style.

Tony Hendry
Road Safety and Traffic Manager
Western

22 NOV 2010

