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18 July 2011

The General Manager  
Griffith City Council  
PO Box 485  
GRIFFITH NSW 2680

Attention: Linden Foster

**DA 95/2011 – PROPOSED AMMUNITION MANUFACTURING FACILITY, LOTS 478, 762 & 763 DP 751728, DOUG MCWILLIAM ROAD, YENDA.**

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

From the information provided it is understood that the proposal is for the establishment of an ammunitions manufacturing facility within an existing premises and the construction of a new building to be used as a “magazine” for the storage of ammunitions. The subject site has frontage to both the Burley Griffin Way (MR84) and to Doug McWilliam Road which is a local road. Access to the development is proposed to be via existing driveways to Doug McWilliam Road with no access proposed directly to the Burley Griffin Way. Doug McWilliam Road intersects with the Burley Griffin Way and Twigg Road making a 4 way intersection within a 50 km/h speed zone.

The supporting documentation indicates that for the 10 million shot gun cartridge production capacity as proposed the expected traffic generated is in the order of approximately 19 to 20 vehicles per day with 18 of these being light vehicles. Materials are to be transported to and from the site by rigid vehicles only. The subject site was previously used by McWilliams Winery which had the potential to generate significantly more traffic than the current operations with access to Doug McWilliam Road and the proposed development.

In discussions with the proponent and Council regarding this proposal the options of accessing the site from Wood Road along the north eastern boundary of the subject site was discussed. The supporting documentation submitted with the subject Development Application indicates that should the proposed development be expanded then heavy vehicles will be required to access the site from Wood Road. The RTA would encourage this to remove the vehicles from the current intersection of the Burley Griffin Way (MR84) and Doug McWilliam Road.

Based on the scale of the current proposal and given the previous usage patterns of the intersection due to the former winery usage it is considered that the use of Doug McWilliam Road for access is suitable for the development as proposed. However the road side and subject development site are to be managed so as to maintain the intersection to provide the required Safe Intersection Sight Distance (SISD) in either direction in accordance with the Austroads Guide to Road Design for the prevailing speed limit.

The RTA has reviewed the Development Application based on the supporting documentation provided and would raise no objection to the proposed development subject to the Council ensuring that the following are included as conditions on the Notice of Determination and are complied with:

1. The required Safe Intersection Sight Distance (SISD) in either direction along the Burley Griffin Way is to be maintained in accordance with the Austroads Guide to Road Design for the prevailing speed limit.
2. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents. It should be noted that any works within the road reserve of a Classified Road requires the RTA's concurrence under section 138 of the Roads Act 1993 prior to commencement of any such works.
3. Any works associated with the proposed development shall be at no cost to the RTA.

The proposal does not provide any details for signage. Any advertising signage is to be assessed against and comply with the provisions of State Environmental Planning Policy (SEPP) No. 64 – Advertising and Signage., and the Department of Planning's Transport Corridor Outdoor Advertising and Signage Guidelines (July 2007). As a minimum the following condition should be applied.

- 1) The advertising signage shall be designed and located such that it complies with the following;
  - a) the sign display shall not include:
    - Any flashing lights,
    - Electronically changeable messages,
    - Animated display, moving parts or simulated movements.
    - Complex display that holds motorist's attention beyond "glance appreciation",
    - Display resembling traffic signs or signals, or giving instruction to traffic by using words such as 'halt' or 'stop';
  - b) The proposed advertising sign and support structure shall be located wholly within the confines of the property boundaries and not protrude over any adjoining road reserve.
  - c) The method and intensity of any illumination of the sign shall not be directed or transmitted in such concentration or intensity as to cause distraction or glare to motorists.
  - d) Any proposed sign and supporting structures to be located within close proximity to a road reserve is required, as a minimum, to comply with the wind loading requirements as specified in AS1170.1 Structural design actions – Permanent, imposed and other actions and AS1170.2 Structural design actions – wind actions.
  - e) Any proposed advertising signage should not obstruct any RTA or road safety or directional signage in the vicinity
  - f) The sign should not pose any risk to pedestrian safety.

Further to the above the Council may also give consideration to the following;

1. 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".
2. 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.

3. For road safety reasons, all vehicle access driveways, and the internal layout of the development, shall be designed such that all vehicles are be able to enter and exit the subject site in a forward direction and not be required to reverse onto the footway or roadway.
4. All activities including, loading and unloading associated with this development are to take place within the subject site.
5. The number of on-site car parking spaces associated with subject development is to be in accordance with Council requirements. All car parking spaces required by the development are to be provided on site and not to be compensated by any on-road parking in the vicinity.
6. Stormwater run-off from the subject site onto the adjoining road reserve as a result of the proposed development is not to exceed the existing level of run-off from the subject site. Suitable provision should be made to retard any increased storm water run-off from the site.

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

Any enquiries regarding this correspondence may be referred to the RTA's Land Use Manager (South West Region), Maurice Morgan, phone (02) 69371611.

**Please forward a copy of the Notice of Determination for this Development Application to the RTA at the same time as advising the applicant.**

Yours faithfully

S B Warrell  
Regional Manager  
South West Region