

**Transport**  
Roads & Maritime  
Services

29 August 2012

SF2012/023768/1  
CR 2012/008029  
MF

General Manager  
Lake Macquarie Council  
Box 1906  
Hunter Region Mail Centre  
NSW 2310

**Attention: Mr Brian Gibson**

**CARY STREET (MR217): PROPOSED ADDITIONS TO AGED CARE FACILITY, AND SELF  
CONTAINED CARE UNITS, DEMOLITION OF EXISTING STRUCTURES AND  
CONSOLIDATION OF LOTS, TORONTO (DA/1058/2012)**

Dear Mr Gibson

I refer to your letter dated 9 August 2012 (Your reference: DA/1058/2012) regarding the subject development application forwarded to Roads and Maritime Services (RMS) for consideration.

**RMS Responsibilities and Obligations**

Transport for NSW and RMS' primary interests are in the road network, traffic and broader transport issues. In particular, 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*, RMS has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Cary Street (MR217) is a classified (State) Road. RMS concurrence is required for connections to the road with Council consent, under Section 138 of the Act. Council is the roads authority for this road and all other public roads in the area. Should road works be required on the classified (State) road, RMS would exercise the functions of roads authority under Sections 64 and 71 of the Act.

In accordance with *State Environmental Planning Policy Infrastructure 2007* (ISEPP) Clause 104, RMS is given the opportunity to review and provide comment on the subject development application as it meets the requirements under Schedule 3, Column 2.

**RMS Response and Requirements**

This project meets the requirements for referral to the Hunter Regional Development Committee (HRDC). However, as the Chairperson and delegate for the HRDC, I have reviewed the information provided and consider that no significant traffic impacts will result from the

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development proposal on the classified road network. I have discussed this matter with Mr Peter McMurray and it was considered that all matters with the proposed development related to traffic, public transport, pedestrians, cyclists and service vehicles could be addressed by Council as these are related primarily to the local road network (Brighton Avenue).

The HRDC would therefore have no objections to or requirements for the proposed development. However, RMS requests that the following matters be addressed by Council in determining the proposed development:

- On-site parking should be to DCP/Council requirements. No reliance should be given to on-street parking in Cary Street in the determination of parking needs relating to the proposed development.
- On-site vehicular turning facilities should be provided to enable all vehicles to enter and exit the site in a forward direction.
- Internal accesses and all parking facilities should be designed and constructed in accordance with Carparking and AS/NZS 2890.1:2004 Part 1 as amended 2005: "Off-street car parking" AS 2890.2 Part 2: "Off-street commercial vehicle facilities"

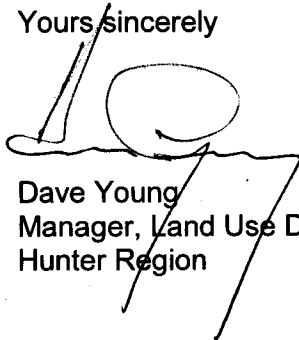
*Comment: It is noted from the information provided that waste collection will be undertaken by use of wheel bins. Concern is raised if a commercial hopper bin is to be positioned in the collection area as it would obstruct the sweep path of the collection truck. Council should take this matter into consideration and ensure that access to the service area and driveway are designed / constructed to accommodate the largest design vehicle.*

- All construction and permanent vehicular access should be via Brighton Avenue.
- Footpaths on site should connect to external footpaths and public transport facilities with appropriate consideration given to the elderly and disabled.
- A Construction Traffic Management Plan (CTMP) should be prepared and include a Vehicle Movement Plan and Traffic Control Plan. It shall be prepared with the intention of minimising impact on the operation of the road network during construction. The CTMP should be submitted to Council for review and approval prior to any construction activities occurring onsite.
- To minimise impacts on the stormwater drainage system, including associated flooding behaviour and water quality impacts, stormwater generated from the development site should be managed so as to attenuate post-development flows to pre-development flows for a full range of design rainfall events. The principles of Water Sensitive Urban Design may be applied to achieve this goal.
- Council should ensure that the applicant is aware of the potential for road traffic noise to impact on development on the site. In this regard, the developer, not RMS, is responsible for providing noise attenuation measures in accordance with the Office of Environment and Heritage *NSW Road Noise Policy 2011*, should the applicant seek assistance at a later date.

On Council's determination, a copy of the Notice of Determination should be forwarded to RMS within the appellat period for advice / consideration and action where required.

Please contact me on 4924 0688 if you require further advice.

Yours sincerely

A handwritten signature in black ink, consisting of a large, stylized 'D' followed by 'ave Young'. The signature is written over the printed name and title.

Dave Young  
Manager, Land Use Development  
Hunter Region