

Our Reference: SYD12/01049
Your Reference: DA-89/2012
Contact: Xi Lin
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Transport
Roads & Maritime
Services

Manager-Building & Development
Burwood Council
P.O. Box 240
Burwood NSW 1805

**PROPOSED MIXED USE DEVELOPMENT
27-31 BELMORE STREET, BURWOOD**

Dear Mr Brian Olsen,

I refer to Council's letter of 7 August 2012 regarding the abovementioned development application (DA-89/2012) forwarded to the Roads and Maritime Services (RMS) for comment pursuant to Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

It is noted that the application includes traffic control signals on Wynne Avenue at the proposed access road intersection, which requires approval of RMS under Section 87 of the Roads Act, 1993.

RMS has reviewed all the information submitted and provides 'in principle' approval to the proposed traffic signals, subject to the following requirements, which are to be incorporated into the development consent:

1. The geometric layout of the signalised intersection shall be in accordance with RMS requirements. This includes the requirement for the proposed signalised intersection to consist of 2 lanes on all approaches and departures (with the exception of the southbound departure on Wynne Avenue due to site constraints) with their lengths to be in accordance with RMS requirements.
2. In accordance with the RMS Traffic Signal Design Guide, the developer is required to create an easement to allow RMS to locate traffic signal components on their (private) property.
3. Whether or not a marked foot crossing is provided across the signalised entrance to a private development, there must be a level separation between the road and footpath through the construction of a barrier kerb and gutter. Kerb ramps must be provided in accordance with RMS requirements.
4. In accordance with Austroads, splays (clear of obstructions) are required at the property line to ensure adequate visibility between vehicles on a driveway and pedestrians on the footpath.
5. In accordance with RMS's Technical Direction for new traffic signals, signalised pedestrian crossings shall be provided on all legs of the proposed signalised intersection. In this regard, the existing raised zebra crossing on Wynne Avenue shall be removed and subsequently replaced with a signalised crossing, prior to the operational commencement of the signalised intersection.

Roads & Maritime Services

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6. Full time No Stopping parking restrictions will be required along the full length of Wynne Avenue as part of the proposed signalised intersection. This will require either Council and/or the developer to undertake satisfactory consultation with any affected resident and/or business (Note: This will also require referral and approval by Council's Local Traffic Committee).
7. The existing driveway on the western side of Wynne Avenue, opposite the proposed access road, will need to either be removed or be catered for under signal control as part of the proposed signalised intersection. This will require consultation between Council, the developer and the owner of No. 11- 19 Wynne Avenue regarding the above options. RMS will not approve a Traffic Signal Plan that allows vehicles to turn uncontrolled within the middle of the proposed signalised intersection.
8. Council shall ensure that there is sufficient footpath width on both sides of Wynne Avenue at the proposed signalised intersection to safely store a number of pedestrians waiting on the footpath for the pedestrian signal phase across Wynne Avenue.
9. The developer will be required to enter into a "Major Works Authorisation Deed" (WAD) with RMS for the abovementioned signal and civil works. In this regard the developer is required to submit detailed design plans and all relevant additional information, as may be required in the RMS's WAD documentation for assessment and final decision concerning the work. The detailed design plans submitted shall be in accordance with Austroads and RMS's requirements.
10. As part of the abovementioned WAD process, the developer will be required to provide an upfront payment for the first ten (10) years of maintenance of the signal hardware.
11. Prior to the release of any Construction Certificate, a concept geometric road design layout (illustrating all road design dimensions and swept paths etc) of the proposed signalised intersection overlayed on a survey plan and accompanied with electronic copies of the intersection modelling, shall be submitted to and endorsed by RMS.

In addition, no Construction Certificate shall be released until such time that a traffic signal design plan, detailed civil road designs and unconditional bank guarantee (to be determined in consultation between the developer and RMS) for the proposed signalised intersection are lodged with RMS.
12. No Occupation Certificate shall be released until such time that the signalised intersection on Wynne Avenue is fully constructed and operational.
13. All utility relocation required as a result of the proposed signalised intersection shall be at full cost to the developer.
14. All roadworks/regulatory signposting associated with the proposed development shall be at no cost to RMS.

In addition to the above, RMS provides the following advisory comments to Council for its consideration in the determination of the development application:

15. The layout of the proposed car parking areas and loading dock areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage.
16. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a swept path plan shall be submitted to Council for approval, which illustrates that the proposed development complies with this requirement.
17. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate.
18. All vehicles shall enter and leave the site in a forward direction.

Further enquiries on this matter can be directed to the nominated Assistant Transport Planner Xi Lin on phone 8849 2906 or via email at xi.lin@rms.nsw.gov.au.

Yours faithfully



James Hall
Senior Land Use Planner
Transport Planning, Sydney Region

12 December 2012