



WST12/00009/01

General Manager  
Mid-Western Regional Council  
PO Box 156  
MUDGEE NSW 2850

Dear Sir

**DA0217/2012: Lots 346, 348 & 350 DP 755434, Lot 476 DP 755433;  
2 Black Lead Lane, Gulgong; Temporary Workers Accommodation**

Thank you for your letter dated 18 January 2012 referring development application DA0217/2012 to Roads and Maritime Services (RMS), formerly the Roads and Traffic Authority of New South Wales.

RMS makes the following submissions for consideration by Council:

### **Parking**

- The development application has allowed for 400 parking spaces.
- RMS understands the difficulty in accurately estimating the parking demand and the appropriate number of parking spaces to be provided for the proposed development. It is apparent the percentage divide of drive-in/drive-out versus fly-in/fly-out residents is very difficult to estimate. As such, RMS has considered the adequacy of parking spaces based on a scenario where all residents, staff and visitors would be attending by car. The recommended number of parking spaces on such a scenario, based on the *RTA Guide to Traffic Generating Developments* using analogous development types, is indicated as:

○ Accommodation (1 per unit)	400
○ Staff (1 per 2 employees)	10
○ Convention Room (15 per 100 m <sup>2</sup> GFA)	43
○ TOTAL	<b>453</b>
- If the gymnasium will be available for public use an additional 11 parking spaces are recommended.
- RMS recognises that some reduction in the number of parking spaces may be reasonable if the peak parking demand for the accommodation will not coincide with

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the peak parking demand for the Convention Room. This will be dependant on the mode of transport by residents to the accommodation and between the accommodation and their work locations.

### **Bus Transport**

- RMS supports and strongly encourages the developer to continue to pursue arrangements for the provision of bus services to mine sites with mine operators and mine contractors.
- Should a bus service be offered to workers not residents of the accommodation consideration may need to be given to the provision of additional parking spaces. Alternatively consideration may be given to pick-up locations within Gulgong minimising the need for workers to drive at all.
- Such arrangements are likely to improve road user safety by minimising the volume of traffic while also partly addressing the issue of fatigued driving by mine staff between and at the conclusion of shifts.
- A successful bus service is also likely to reduce the parking demand and the number of parking spaces required for any future expansion of the accommodation.

### **Entry Signage and Landscaping**

- Landscaping, signage and fencing are not to impede the sightlines of road users when entering, exiting or passing the development.
- Signage is to be contained wholly within the subject site and not prove a hazard or nuisance to road users.
- Signage is not to replicate regulatory signage or give direction to traffic.
- Signage is not to flash, move or be objectionably glaring or luminous. Luminosity is to be in accordance with the *Transport Corridor Outdoor Advertising Signage Guidelines* for Zone 4.

### **Guidance Signage for Internal Bypass**

- Any proposed changes to or additional guidance signage or delineation on a State road will require RMS approval.
- Any proposed changes to or additional guidance signage or delineation on local or regional roads will require referral to the Local Traffic Committee.

### **Access road intersection with Cope Road (MR598)**

- Pursuant to Section 138 of the *Roads Act 1993* concurrence from RMS is required for any works in, on or connecting to Cope Road. RMS will grant such concurrence subject to the following conditions.
- The width of the road corridor of Cope Road in the vicinity of the proposed access road is approximately 20 metres and may not accommodate any road widening or associated works required for the access intersection. Any land acquisitions necessary to accommodate the required intersection treatment are to be at the full cost of the developer.

- A full length rural channelised t-junction (CHR), designed in accordance with the first edition of the *Austroads Guide to Road Design - Part 4A: Section 7.5.3* and the *RTA Supplement to Austroads Guide to Road Design Part 4A (2009) – Unsignalised and Signalised Intersections*, is to be constructed on the southbound lane of Cope Road.
- As a minimum, a rural auxiliary left turn treatment (AUL), designed in accordance with the first edition of the *Austroads Guide to Road Design - Part 4A: Section 8.2.3* and the *RTA Supplement to Austroads Guide to Road Design Part 4A (2009) – Unsignalised and Signalised Intersections*, is to be constructed on the northbound lane of Cope Road. While an AUL has been found to be acceptable in the circumstances, RMS recommends that consideration is given to construction of a channelised left turn treatment (CHL) on Cope Road. A CHL is recognised as the safer and preferable treatment to be constructed whenever practicable.
- A basic left turn treatment (BAL), designed in accordance with the first edition of the *Austroads Guide to Road Design - Part 4A: Section 8.2.1* and the *RTA Supplement to Austroads Guide to Road Design Part 4A (2009) – Unsignalised and Signalised Intersections*, is to be constructed on the access road with the turnout radius sufficient to accommodate a class 10 vehicle as described by the *Austroads Vehicle Classification System*.
- All access from Cope Road to the subject site is to be via the new access road intersection. No other access or connection to Cope Road is permitted.
- A Road Occupancy Licence is required prior to any works commencing within three metres of the travel lanes of Cope Road. This can be obtained by contacting Mr Paul Maloney on (02) 6861 1686. Submission of a Traffic Management Plan incorporating a Traffic Control Plan may be required as part of this licence.
- The access treatment is to be completed prior to issuance of a Construction Certificate.
- All works associated with the development are to be at no cost to RMS.

Please forward a copy of Council's determination of the development application to RMS at the same time it is sent to the applicant.

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

Please use the reference WST12/00009 in all future correspondence and communications regarding this development.

Yours faithfully



Tony Hendry  
Road Safety & Traffic Manager  
Western

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