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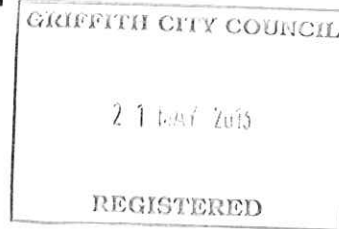
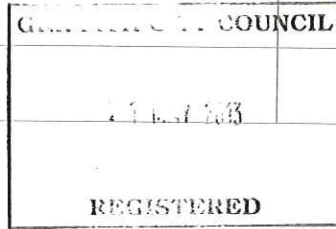


Transport
Roads & Maritime
Services

16 May 2013

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

Attention: Kelly McNicol



DA190/2012 – PROPOSED RESIDENTIAL UNITS AND RETAIL DEVELOPMENT, LOT 34 DP884345, 55-67 RAILWAY STREET, GRIFFITH

I refer to your correspondence regarding the subject Development Application which was referred to the Roads and Maritime Services (RMS) for assessment and comment.

From the information provided it is understood that the proposal is for the construction of a mixed used development to construct 3 separate buildings and associated parking with 2 of the building intended for use as commercial tenancies and the third 4 storey building to house 40 serviced apartments. The development site is located with frontage to Railway, Ulong and Kooyoo Streets which are all local roads within a 50 Km/H speed zone.

The main frontage of the development is to Railway Street. The development proposes 2 driveways to Railway Street and 1 to each of Ulong and Kooyoo Streets. Access to the carpark area that is to service all 3 buildings is proposed via the 2 driveways to Railway Street whereas the driveways to the other streets appears to service the loading bays for the 2 commercial tenancies. Given the orientation of the loading bays for each of these tenancies it is understood that Council intends to require that the access driveway to Ulong Street be restricted to ingress only and that a central raised median is to be extended along Ulong Street to deny right turn into the subject site. To implement this one-way movement and deny light vehicles from the driveways to Ulong and Kooyoo Streets would not impact on the accessibility of the site for light vehicles and would be supported by RMS

It is understood that the Council is proposing to provide public parking on the 2 allotments either side of the subject site. Given the proximity of the site to Banna Avenue it is anticipated that the subject development and the proposed public parking provision will generate pedestrian access across Railway Street. Blister treatments within the carriageway of Railway Street to decrease the width of the roadway required for pedestrians to cross would provide a safer road environment. Such treatment could be provided as part of this development or as part of the construction of the public carparks.

To promote road safety and the efficient operation of the road system it is appropriate to consider the standard of construction and location of the access driveways to the development site and to provide for on site manoeuvrability to allow vehicles to enter and exit the site in a forward direction. All driveways, particularly to Ulong and Kooyoo Streets, are to be appropriately designed and delineated to accommodate the largest vehicle likely to access the

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site. As the driveways to Railway Street are to provide for two-way movement it may be appropriate to separate the ingress and egress movement path so that the egress movement of any vehicle does not restrict the ingress movement of any vehicle. To require the placement of a splitter island within each of these driveways to separate the ingress and egress movement path would be an appropriate measure.

The submitted Site/Traffic Management plan (TP.10) indicates that the proposed carpark is to include parking spaces with a minimum dimension of 4.9m by 2.6 with all aisles to be 6.5m wide. AS2890.1-2004 "Off-street car parking" states that the nominal length of a parking space shall be 5.4m minimum unless an overhang of at least 600mm is available. If this is applied where a car space fronts to an internal pedestrian footpath area it will impact on the width of the usable footpath width.

The subject site have frontage to local roads with the relevant roads authority being the Griffith City Council. This development has been referred to RMS due to the nature of the development and the potential traffic generation of the development. Whilst this proposal may not have a significant impact on the capacity of the classified road network it may impact on the operation of the traffic signal facilities at the nearby intersection of Ulong Street with Wakaden Street. The measures proposed by Council for Ulong Street for the median and the one-way operation of the driveway to Ulong Street will aid to minimise any impact.

Roads and Maritime Services has assessed the Development Application based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority considering the following as conditions of consent (if approved) and are complied with:-

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" and the Austroads Guide to Traffic Management Part 11: Parking.
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. For road safety reasons, all vehicle access driveways, and the internal layout of the development, shall be designed to allow all vehicles to enter and exit the subject site in a forward direction and not be required to reverse onto the adjoining road reserve.
3. The existing raised central median in Ulong Street is to be extended to the intersection of Ulong and Railway Streets.
4. The one way motion through the loading dock areas with ingress only via the driveway to Ulong Street is to be implemented. This one way motion is to be appropriately signposted and line marked at the driveways and through the carpark.
5. All driveways between the public road network and the subject site shall be constructed so that the formed vehicle path rises to the level of the pedestrian footpath along the frontage of the site and not have the footpath step down onto the roadway.
6. The driveways to Railway Street are to have the ingress and egress separated by a raised splitter island. The raised splitter island shall not protrude onto the carriageway. As a

minimum the splitter island is to be delineated and maintained in paint on the driveway within the road reserve. The island and associated directional markings and signage are to be installed in accordance with Australian Standards.

7. Internal vehicular manoeuvring aisles, parking areas and loading bays shall be maintained clear of obstruction and used exclusively for the purposes of vehicle access, parking and loading and unloading respectively. This is to provide for the ease of circulation of vehicles within the development site. Under no circumstances shall these areas be used for the storage of goods or waste receptacles or any other purpose.
8. The provision of on-site car parking, including disabled parking, associated with the subject development is to be in accordance with Council requirements. All car parking spaces required are to be provided on-site and not to be compensated by the on-road parking in the vicinity. Parking, particularly disabled parking is to be located with convenient pedestrian access to the entry doors of the premises.
9. Pedestrian access into the site from a public road is to be provided separate to any vehicle driveways and is to cater for all forms of pedestrian mobility. Landscaping and/or fencing are to be provided along the frontages of the site to the public roads to direct pedestrians to the defined pedestrian access point.
10. Facilities are to be provided within the car park to facilitate safe pedestrian movements throughout the car park. Traffic calming devices minimise conflict between pedestrians and vehicles. Pedestrian crossing stripes are not to be placed in the site as these resemble pedestrian crossings on the road and creates confusion as to who has priority.
11. Any landscaping, fencing or signage to be provided within the site or along the boundary with any adjoining road reserve is to be designed and maintained to provide safe sight distance to pedestrians for motorists entering and exiting the site to minimise conflict in accordance with AS2890.1-2004 "Off-street car parking".
12. All lighting for the illumination of carpark and pedestrian areas shall comply with AS1158 – "Lighting for roads and public spaces" and AS4282 – "Control of Obtrusive Effects of Outdoor Lighting". Details demonstrating compliance with these requirements are to be submitted to the satisfaction of the certifying Authority prior to the issue of a Construction Certificate.
13. Provision for the parking of bicycles on site in accordance with AS 2890.3-1993 "Bicycle parking facilities" is required.
14. All activities including loading/unloading of vehicles associated with this development is to be undertaken within the subject site to remove interference with vehicles and pedestrian movement on public roads.
15. 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. Any access driveway is to be designed and constructed to prevent water from proceeding onto the carriageway of the adjoining road reserve.
16. Any works associated with the proposed development shall be at no cost to the Roads and Maritime Services (RMS).

Further to the above suggested conditions Council may also give consideration to the following:-

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, 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 so as to comply 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 shall not obstruct any road safety or directional signage in the vicinity.
 - f) The sign shall not pose any risk to pedestrian safety.


The "Guide to Traffic Generating Developments" adopted by Roads and Maritime Services (RMS) recommends that the required minimum number of on-site car parking spaces for the proposed development should be applied in accordance with the following rates:-

- i) Commercial floorspace - 1 car space per 40 m² of Gross floor area.
- ii) Retail floorspace – 6.1 car spaces per 100 m² of Gross leasable floor area.
- iii) Industrial floorspace – 1.3 car spaces per 100 m² of Gross leasable floor area.

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 Land Use Manager for RMS (South West Region), Maurice Morgan, phone (02) 69371611. **Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.**

Yours faithfully

Per: 
Mitch Judd
Acting Regional Manager
South West Region