

23 December 2021

TfNSW Reference: SYD10/00575/16

Council Reference: DA484/2011/1

The General Manager
Hornsby Shire Council
PO Box 37
Hornsby NSW 1630

Attention: Ben Jones

RETROSPECTIVE APPROVAL FOR CONSTRUCTED TEMPORARY VEHICULAR ACCESS AND APPROVAL FOR ULTIMATE VEHICULAR ACCESS ON GALSTON ROAD FOR SENIORS HOUSING DEVELOPMENT - 392 GALSTON ROAD, GALSTON

Dear Sir/Madam,

Reference is made to the developer's email correspondence dated 1 November 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for concurrence in accordance with Section 138 of the *Roads Act, 1993*.

TfNSW has reviewed the development application and is unable to provide retrospective approval for the interim vehicular crossing on Galston Road under Section 138 of the *Roads Act 1993*, due to the following reasons:

1. TfNSW is seeking confirmation of the operational duration of the interim access. It is noted that as per the letter for DA484/2011/1 dated 5 November 2021, the constructed access can only be operational for 12 months from the date of the letter, subject to the requested TfNSW requirements being satisfied.
2. Details regarding management of loose and uncompacted gravel used at the driveway corners and verge area must be submitted for TfNSW review. TfNSW raises road safety concerns regarding safety risks of loose gravel on the travel lane of Galston Road. As per the letter for DA484/2011/1 dated 5 November 2021, TfNSW requested the existing gravel in the Galston Road shoulder is to be replaced by compacted road base or temporary asphalt.
3. 'No Right Turn' signage is to be proposed on the raised concrete island in the Galston Road vehicular crossing.
4. Submitted swept path plans for 12.5m vehicles entering and exiting the site via the Galston Road temporary access show vehicle movements do not smoothly transition and are abrupt. Turning movements should be smooth.

5. Exiting vehicles must give way to entering traffic from Galston Road to prevent queuing on Galston Road. Line marking plans should be submitted indicating holding lines on the temporary vehicular access to give way to entering vehicles.
6. Aerial photography of the constructed interim access shows the dished gutter crossing and 1m shoulder that has been maintained. Submitted civil design plans for the constructed interim access should reflect the constructed works and indicate the maintained 1m shoulder and accurately locate the SB gutter.
7. A pavement design report detailing construction materials used should be submitted for review. This will clarify if used concrete must be removed and replaced with a full depth asphalt for the construction of the ultimate access.

TfNSW has reviewed the submitted civil design plans and is unable to provide concurrence to the proposed ultimate vehicular crossing for Galston Road, Mid Dural Road and road reserve works due to the following reasons:

1. The submitted swept path plans indicate 12.5m vehicles cannot simultaneously enter and exit the site due to inadequate clearances at the internal driveway. Swept path movements should not overlap and adequate clearances should be provided.
2. Submitted swept path plans indicate abrupt turning movements for 12.5m vehicles exiting the site. Turning movements should be smooth with no kinks in curvature.
3. Kerb and gutter details provided in Sheet 9 of the submitted civil design plans should reference the RMS standard kerb design.
4. TfNSW is seeking confirmation that the submitted Statement of Environmental Impacts adequately considers environmental impacts from constructed interim access and any further TfNSW remediation work requirements in this letter.

TfNSW also has the following advisory comments for Council's consideration in the determination of the application:

1. The temporary bus stop and associated line marking and signage is to be designed and constructed to Council and the bus provider's satisfaction, as per the email to Council for SA/484/2011/I dated 14 September 2021.
2. TfNSW (Roads) has previously resumed and dedicated a strip of lane as road along the Mid Dural Road frontage and vested a strip of land as road along the Galston Road frontage of the subject property, as shown by grey colour on the attached Aerial – "X".

All buildings and structures (including signage), together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Mid Dural and Galston Road boundary.

If you have any further questions please direct attention to Development Assessment Officer, Ms Shoba Sivasubramaniam, on 0431446623 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Malgy'.

Malgy Coman
Senior Land Use Planner



22 February 2022

TfNSW Reference: SYD10/00575/17

Council Reference: CNR -25385 - DA484/2011/1

The General Manager
Hornsby Shire Council
PO Box 37
Hornsby NSW 1630

Attention: Ben Jones

RETROSPECTIVE APPROVAL FOR CONSTRUCTED TEMPORARY VEHICULAR ACCESS AND APPROVAL FOR ULTIMATE VEHICULAR ACCESS ON GALSTON ROAD FOR SENIORS HOUSING DEVELOPMENT - 392 GALSTON ROAD, GALSTON

Dear Sir/Madam,

Reference is made to your correspondence dated 20 January 2022, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for concurrence in accordance with Section 138 of the *Roads Act, 1993*.

TfNSW has reviewed the development application and is unable to provide retrospective approval for the interim vehicular crossing on Galston Road under Section 138 of the *Roads Act 1993*, due to the following reasons:

1. Aerial photography of the constructed interim access shows the dished gutter crossing and 1m shoulder have been maintained. Submitted civil design plans for the constructed interim access should reflect the constructed works. The plans should for both proposed accesses have:
 - Maintaining a 1.0m shoulder from the existing edge line which consists of full depth road pavement.
 - 1.0m wide SB dished gutter for the full length of the left turn lane.
 - Then the 3.5m left turn lane.
 - And then a 1.0m shoulder.

TfNSW has reviewed the submitted civil design plans and is unable to provide concurrence to the proposed ultimate vehicular crossing for Galston Road, Mid Dural Road and road reserve works due to the following reasons:

2. The submitted swept path plans indicate vehicles cannot simultaneously enter and exit the site via Mid Dural Road due to inadequate clearances at the internal driveway and vehicles may queue back onto Mid Dural Road to enter. The submitted plans show that service vehicle will wait whilst another vehicle exiting. Incoming vehicles should be prioritised, and adequate storage space is to be provided on site for exiting vehicles.

Details regarding management of two-way vehicle movements throughout the internal driveway should be provided to demonstrate vehicles will not queue back onto the state classified road network.

3. Submitted civil plans for the Mid Dural Road and Galston Road should indicate the 1m shoulder from the existing edge line with full depth road pavement, 1m wide SB dished gutter for the full length of the left turn lane, the 3.5m left turn lane, and 1m shoulder.

If you have any further questions please direct attention to Development Assessment Officer, Shoba Sivasubramaniam, on 0431446623 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Zhaleh Alamouti

A/Senior Manager Land Use Assessment (West&Central)