31 August 2018

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SF2018/038809
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The General Manager
Murray River Council
PO Box 21
MATHOURA NSW 2710

Attention: Chris O'Brien

DA382/17 – PROPOSED MANUFACTURED HOMES ESTATE, COBB HIGHWAY AND KEILY STREET MOAMA, LOT 1 DP802381

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

From the information provided it is understood the development proposal is for the construction of a manufactured homes estate proving for 44 allotments. The subject site is located on the north western corner of the intersection of the Cobb Highway with Kiely Street. The frontage to the Cobb Highway is located within an 80 km/h speed zone. Kiely Street is a road reserve for an unformed road.

The original concept for the estate proposed access to Kiely Street and then to the Cobb Highway via a new intersection to the Cobb Highway. The revised plan for the estate has relocated the access to the site to be from the western side of the frontage to Kiely Road with access now proposed via the extension of Kirchhofer Street. This revised access arrangement uses the local road network and an existing intersection to the Cobb Highway rather than requiring the construction of a new intersection to the highway. The current policy of Roads and Maritime Services is to minimise the number of conflict points along Classified Roads to promote road safety and efficiency on the main road network. The revised plan is consistent with this policy. The existing road reserve of Kiely Street is to be treated to deny unauthorised vehicle access along Kiely Street to the Cobb Highway but allow for active recreational and cycling purposes.

Whilst all proposed allotments are to have frontage and therefore vehicular access to the internal road 5 of the proposed allotments will back onto the road reserve of the Cobb Highway. Any pedestrian access to the Cobb Highway may promote the parking of vehicles along the frontage of these allotments to Cobb Highway. As the frontage of the subject site to the Cobb Highway is not kerb and guttered the possible parking of vehicles along the road reserve will impact on the existing roadside area and edge of seal of the carriageway. Any consent is to be conditioned to deny vehicular and pedestrian access directly from the road reserve of the Cobb Highway to the proposed allotments. This is consistent with Clause 101(2) of State Environmental Planning Policy (Infrastructure).

The submitted plans indicate that the frontage of the proposed development to the Cobb Highway and to Kiely Street is to be treated with a landscaped buffer which is to be located within the subject site. The landscaped buffer is proposed to be 10 metres wide to the Cobb Highway and 6 metres wide to the road reserve.
reserve of Kiely Road. The concept of the landscape buffer along the road frontage of the development to the Cobb Highway is supported by Roads and Maritime Services.

To promote road safety and the efficient operation of the road system it is appropriate to consider vehicular and pedestrian access arrangements for the development including the road network that provides access to the site and the location of driveways to the development site. As the subject development site is located with frontage to a road within a 100 km/h speed zone the following conditions may be appropriate for road safety and network efficiency reasons.

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 ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following requirements as conditions of consent (if approved);

1. The use of Kiely Road within 100 metres of the road reserve of the Cobb Highway for access to the development site or construction of the extension of Kirchhofer Street is denied.

2. Vehicular and pedestrian access directly to the road reserve of the Cobb Highway from any proposed allotment is denied. A covenant is to be created, with the Council empowered to uplift, denying vehicular and pedestrian access directly to the road reserve of the Cobb Highway.

3. Landscaping and fencing shall be established and maintained within the allotments that have frontage to the Cobb Highway to a standard to provide a visual screen from the adjoining road and minimise the impact of road related noise and vehicle headlights.

4. The road reserve of Kiely Road to the west of the Cobb Highway is to be treated with physical barriers to deny vehicular movement between the Cobb Highway and Kiely Street. These barriers are to be located and maintained at the eastern end of this part of the road reserve of Kiely Street.

5. Any redundant driveway or gates to the Cobb Highway are to be removed and the site within the road reserve is to be reinstated to match the surrounding roadside in accordance with Council requirements.

6. A management plan to address construction activity access and parking is to be prepared to ensure that suitable provision is available on site for all vehicles associated with the construction of the development to alleviate any need to park within, or load/unload from, the surrounding public road network. No such vehicles are permitted to access the site from the Cobb Highway. Appropriate signage and fencing is to be installed and maintained to effect this requirement.

7. Prior to any works commencing within the road reserve the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services for classified roads. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents.

8. Works associated with the development shall be at no cost to Roads and Maritime Services.

Further to the above suggested conditions the Council may also give consideration to the following requirements for future development of the created allotments.

1. The future development on the proposed allotments should be designed such that road traffic noise from the Cobb Highway is mitigated by durable materials, in accordance with the Environmental Protection Authority criteria ‘The Environmental Criteria for Road Traffic Noise’. Where the EPA external noise criteria would not practically or reasonably be met, Roads and Maritime Services recommends that Council applies the following internal noise objectives for all habitable rooms under ventilated conditions complying with the requirements of the BCA:
   - All sleeping rooms: 35 dB(A) Leq(9hr)
   - All other habitable rooms: 45 dB(A) Leq(15hr) and 40 dB(A) Leq(9hr).
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 Manager, Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 6923 6611.

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:
Jonathan Tasker
Acting Director
South West NSW