

Your Reference: MP10_0076
Our Reference: SYD 10/01071-02
Contact: James Hall
Telephone: 8849 2047



Transport
Roads & Maritime
Services

Metropolitan & Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Chris King

**CONCEPT PLAN PROPOSAL – MIXED USE DEVELOPMENT (MP10_0076)
KIRRAWEE BRICK PIT SITE, 566 – 594 PRINCES HIGHWAY, KIRRAWEE**

Dear Mr King,

I refer to your email of 28 February 2012 advising that the applicant has responded to agency submissions and have invited the Roads and Maritime Services (RMS) to review the response to our previous submission. The RMS appreciates the opportunity to provide comment on the applicant's response to agency submissions.

As you would be aware, the Sydney Regional Development Advisory Committee's (SRDAC) previous letter dated 28 February 2011 (attached) raised a number of concerns to be addressed by the applicant prior to the determination of the application.

I wish to advise that the applicant's traffic consultant has submitted additional information and traffic analysis directly to the RMS in order to address the concerns raised in the previous SRDAC letter.

Upon review of this additional information, the RMS is satisfied that the previous concerns raised by SRDAC at its meeting of 9 February 2011 have been adequately addressed.

However, the proposed traffic signals at the intersection of Oak Road and Flora Street will require the removal of some existing on street parking spaces, as generally depicted on the attached sketch (Note this sketch is indicative only and subject to change upon development of a detailed signal design plan), which will require consultation with affected residents and businesses. The Department of Planning and Infrastructure (DoP&I) should consider requesting this consultation be undertaken, prior to the determination of the project application.

Roads and Maritime Services

RMS advises that no objection is raised to the Concept Plan proposal, subject to the following requirements being incorporated into the consent:

1. Princes Highway Intersection at Oak Road

The layout of the existing signalised intersection on Princes Highway at Oak Road shall be reconfigured as follows:

- a) Three northbound lanes shall be provided on Oak Road on the southern leg of the intersection and each lane shall be a minimum of 90 metres in length.
- b) An 80 metre long left turn slip lane shall be provided on the westbound carriageway of Princes Highway into Oak Road.
- c) Two southbound lanes shall be provided on Oak Road on the southern leg of the intersection.
- d) Half closure of the Oak Road northern approach to the Princes Highway involving the discontinuation of southbound lanes with northbound lanes remaining open.
- e) A raised central concrete median island shall be installed on Oak Road in front of the proposed left in/left out driveway and the median shall extend from the stop line at the Princes Highway intersection to an appropriate point to the south of the proposed driveway. This median shall be a minimum of 900mm wide.

2. Traffic Signals on Princes Highway at Bath Road Intersection

Traffic control signals shall be provided at the intersection of Princes Highway and Bath Road and shall consist of the following works:

- a) Left in/left out only for the Bath Road southern approach. The left turn out would be signalised.
- b) No through movements across Princes Highway (ie no north-south traffic from Bath Road).
- c) Signalised left and right turn out of Bath Road northern approach with the following lane configuration (L/R/R).
- d) No right turns permitted from Princes Highway from either direction to Bath Road.

3. Traffic Signals at Oak Road and Flora Street Intersection

The applicant shall upgrade Oak Road and Flora Street intersection to a signalised intersection generally in accordance with the attached sketch (Note that sketch is indicative only and subject to change upon development of a detailed signal design plan). The provision of traffic signals at this intersection shall be designed and constructed in accordance with Austroads and RMS supplements.

4. Traffic Management Plan

The redistribution of traffic associated with the closure of the Oak Road north approach to the Princes Highway will require a Traffic Management Plan to be submitted to Council and referred to RMS for review, prior to commencement of the roadworks. Further, this partial road closure will also require monitoring (post closure) to determine if any further remedial works are required. This monitoring period shall consist of a detailed traffic report, which examines the traffic impact on the local road network associated with the redistribution of the traffic caused by the road closure and shall be submitted to Council and referred to RMS for review 6 months after the road closure. Upon review of the traffic analysis, the applicant may be requested to undertake some further remedial works within reason.

5. Operational Fee for Traffic Signals

The applicant will be required to provide an upfront 10 year operational fee for the abovementioned traffic control signals. The amount of this fee will be advised following the submission of the detailed signal and civil design plans to the RMS for construction approval. The approved plans will not be released until the fee is fully paid.

6. Deceleration Lane on Princes Highway

The left turn deceleration lane into the subject site from Princes Highway shall be a minimum of 60 metres in length (including taper) and shall be designed and constructed in accordance with Austroads and RMS requirements.

7. Works Authorisation Deed

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 Works Authorisation Deed documentation, for each specific change to state road network for RMS assessment and final decision concerning the work. The detailed design plans submitted shall be in accordance with Austroads and RMS requirements.

8. Road Safety Audit

Road safety concerns are raised with regard to the close proximity of the proposed left in/left out driveway on Oak Road to the proposed left turn slip lane on Princes Highway into Oak Road and the subsequent potential for rear end accidents. In this regard, prior to any 'Construction Certificate' being issued for any stage of the proposed development, an independent Road Safety Audit shall be undertaken that investigates this issue and is to be undertaken by a certified Road Safety Auditor. The audit shall be completed in accordance with the Austroads: *Guidelines for Road Safety Audits*.

A copy of the findings of the audit shall be submitted to Council and the RMS for review. Should the audit recommend any remedial measures, then the developer shall be required to implement such measures at no cost to RMS, Council or DoP&I.

9. Excavation of the Site and Support Structures

The developer is to submit detailed design drawings and geotechnical reports relating to the excavation of the site and support structures to the RMS for assessment (prior to the approval of any Construction Certificate). The developer is to meet the full cost of the assessment by the RMS.

This report would need to address the following key issues:

- a. The impact of excavation/rock anchors on the stability of the Princes Highway and detailing how the carriageway would be monitored for settlement.
- b. The impact of the excavation on the structural stability of the Princes Highway.
- c. Any other issues that may need to be addressed (Contact: Sydney Asset Management Project Engineer, Suppiah Thillainadesan on Ph: 8837 2114 for details).

10. Construction Certificate

The Construction Certificate for any stage of the proposed development shall not be released until such time that the abovementioned WAD has been executed, the detailed design drawings and geotechnical reports for the excavation of the site and support structures have been assessed by the RMS and all the detailed signal and civil road design plans have been approved by the RMS for construction approval.

Further to the above, no Construction Certificate shall be approved for any stage of the development until such time that a detailed Construction Traffic Management Plan (CTMP) and associated Traffic Control Plan (TCP) is submitted to Council and the RMS for review and acceptance. The CTMP and TCP shall be undertaken in accordance with the RMS's Traffic Control at Worksites Manual and the author shall be certified.

11. Occupation Certificate

The Occupation Certificate for any stage of the proposed development shall not be released until such time that all the abovementioned signal and civil works are fully constructed and operational to RMS satisfaction.

12. Relocation of Public Utilities

The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.

13. Land Dedication

To facilitate the provision of the left turn deceleration lane on the Princes Highway and the left turn slip lane into Oak Road, the developer shall provide a 3.5 metre wide land dedication along the subject site's Princes Highway frontage for the full length of the left turn deceleration lane into the site and slip lane into Oak Road.

In addition, the applicant shall provide land dedication along the Oak Road frontage of the subject site to provide the additional lanes on the southern leg of the Princes Highway intersection, the 900mm raised central concrete median island on Oak Road and the deceleration lane into the entry driveway on Oak Road.

This public road land dedication from the subject site shall be executed, prior the release of any Construction Certificate for the proposed development. The land dedication shall be at full cost to the developer.

14. Stormwater

Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RMS for approval, prior to the commencement of any works.

Details should be forwarded to:

**Sydney Asset Management
PO Box 973
Parramatta CBD NSW 2124**

A plan checking fee will be payable and a performance bond may be required before the RMS's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

15. Road Noise

There is potential for road traffic noise to impact on future residential development on the subject site. In this regard, the developer, not RMS is responsible for providing noise attenuation measures in accordance with the Environmental Protection Authority's Environmental Criteria for road traffic noise.

16. Off-Street Parking

Off-street parking shall be designed and constructed in accordance with AS 2890.1 – 2004 and AS 2890.2 - 2002.

17. Swept Path

The swept path of the longest vehicle entering and exiting the subject shall be in accordance with Austroads.

18. Cost of Works

All roadworks and traffic control signals associated with the proposed development shall be at full cost to the developer.

If you wish to discuss this matter further, please call the undersigned on 8849-2047.

Yours faithfully,



James Hall
Senior Land Use Planner
Transport Planning Section, Sydney Region

19 March 2012