

ATTACHMENT F2

DEALINGS WITH SRDAC/RMS

## Lindsay Hunt

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**From:** HALL James C [James.HALL@rms.nsw.gov.au]  
**Sent:** Thursday, 27 September 2012 2:21 PM  
**To:** Stan Kafes  
**Cc:** Lindsay Hunt; Peter Hinteregger (Peter.H@pdmayoh.com.au); LIN Xi  
**Subject:** RE: Colombia Precinct - Design Review

Stan,

RMS has reviewed the amended concept design and the geometric layout of the proposed intersection appears to be acceptable, subject to further refinement and modification, which can be addressed as part of a future Works Authorisation Deed (WAD).

FYI, our road design office provides the following advice for your consideration in the development of a detailed civil and signal design plans as part of a future WAD:

- The turn paths shown are acceptable. No turn path is shown for a 19.0m semi-trailer turning right out of George Street South. Is a semi ever expected to do this turn? If the vehicles and turn paths as shown are what is to be expected then it is acceptable geometry wise. And if any changes need to be made it is only a matter of moving median noses and stop lines, nothing dramatic.
- The right turn lanes are now a constant 2.8m in width, which is acceptable. However, it would probably be advantageous if they showed how all signal hardware is to be located so as to prove everything can be fitted. Because we don't want the situation where road geometry is approved and then finding when the TCS plan is prepared that signal hardware won't fit. And then having to change the geometry. It doesn't have to be a full on TCS plans, just a plan showing what is proposed and will it fit.
- The island kerb face in Parramatta Road needs to be moved back at least half a metre as it is line with the lip of kerb east of the intersection. And the pedestrian crossing in Parramatta Road on the western side has been angled more and as such it has been increased in length. This issue (if an issue) along with other minor issues can be addressed in the the detailed design and TCS design stage as it won't affect the overall geometry.

If you wish to discuss this further, please contact me on 8849-2047.

Regards,

**James Hall**  
Senior Land Use Planner  
Transport Planning Section | Sydney Region  
T 02 8849 2047 F 02 8849 2918

Roads and Maritime Services  
27 Argyle Street Parramatta NSW 2150 | PO Box 973 Parramatta NSW 2124

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**From:** Stan Kafes [mailto:SKafes@cbhk.com.au]  
**Sent:** Wednesday, 26 September 2012 9:27 AM  
**To:** HALL James C  
**Cc:** Lindsay Hunt; Peter Hinteregger (Peter.H@pdmayoh.com.au)  
**Subject:** RE: Colombia Precinct - Design Review

James,

Please find attached the revised concept layout plan and swept paths for the intersection of Parramatta Road and George Street prepared by Mott MacDonald. As requested, the intersection layout has been modified to include a 2.8 metre right turn storage lane in Parramatta Road and to accommodate the swept path of a 19 metre articulated vehicle turning right into George Street South from Parramatta Road.

Please confirm that the revised layout is acceptable and that the final design details will be addressed at the WAD stage.

Regards

Stan Kafes

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**From:** HALL James C [mailto:James.HALL@rms.nsw.gov.au]

**Sent:** Monday, 10 September 2012 4:14 PM

**To:** Stan Kafes

**Cc:** LIN Xi

**Subject:** FW: Colombia Precinct - Design Review

Stan,

As discussed today on the phone, I wish to clarify the following:

- The side road approaches shall be split phasing and the Parramatta Road approaches shall be diamond overlap phasing.
- The minimum width of the right turn storage lane on the western approach to the intersection shall be a minimum of 2.8 metres. This minimum width shall apply for the full length of the storage bay (excluding taper).

The only issues to be addressed now at the concept design stage is the issues raised below with regard to swept paths at the intersection and the 2.8 metre width of the right turn storage lane.

The other issues can be addressed at the WAD stage.

Regards,

**James Hall**  
Senior Land Use Planner  
Transport Planning Section | Sydney Region  
T 02 8849 2047 F 02 8849 2918

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27 Argyle Street Parramatta NSW 2150 | PO Box 973 Parramatta NSW 2124

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**From:** HALL James C

**Sent:** Friday, 7 September 2012 10:19 AM

**To:** Stan Kafes

**Cc:** LIN Xi

**Subject:** Colombia Precinct - Design Review

Stan,

RMS Road Design Office has reviewed the latest concept road design plans (Drawing No: 307636 -SK11 & 307636-SK12) submitted for the proposed fourth leg at the existing signalised T intersection of Parramatta Road and George Street and provides the following comments:

**Drawing No: 307636-SK11**

- Turn paths only show vehicles turning left from Parramatta Road into the proposed access road. But what vehicles will be turning out of the access road as no turn paths are shown. Turn paths need to be provided to show the largest sized vehicle making the various turns and that the signals will if required operate as a double diamond.
- No vehicle larger than a 8.8 metre single unit truck can turn right from the proposed access road. And as this is a new leg of the intersection it is not recommended to allow large vehicles to turn right from the adjacent lane in the proposed access road. It should be designed so that the largest vehicle can turn from the appropriate right turn lane.
- No vehicle larger than a 12.5 metre single unit truck can turn right from Parramatta Road into the proposed access road and it is very tight for 12.5 metre single unit trucks.
- 19 metre semi-trailers are shown turning left from Parramatta Road into the access road but they can only turn left out of the access road. Is this correct or will they want to turn right (which they cannot do)?
- T1 turn lines are shown in the incorrect locations and T1 turn lines are generally only used where there are dual turn lanes.

**Drawing No: 307636-SK12**

- No-offset is shown from face of the proposed island kerb to the through lane in Parramatta Road. Also the offsets in the new access road are incorrect.
- The proposed right turn lane in Parramatta Road on the western side of the intersection is shown as 2m, 2.6m and 2.8m and if heavy vehicles are to use this right turn then the absolute minimum width is to be 3m. As there is widening, why not increase the width?
- As widening is being undertaken can the right turn lane in Parramatta Road on the eastern side of the intersection be increased to 3m?
- Existing Crossing in George Street North not shown.
- Why the varying footway widths on the southern side of Parramatta Road?

If you wish to clarify any of the above comments, please contact me on 8849-2047.

Regards,

**James Hall**

Senior Land Use Planner  
Transport Planning Section | Sydney Region  
T 02 8849 2047 F 02 8849 2918

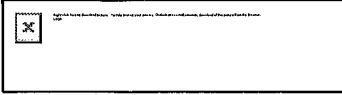
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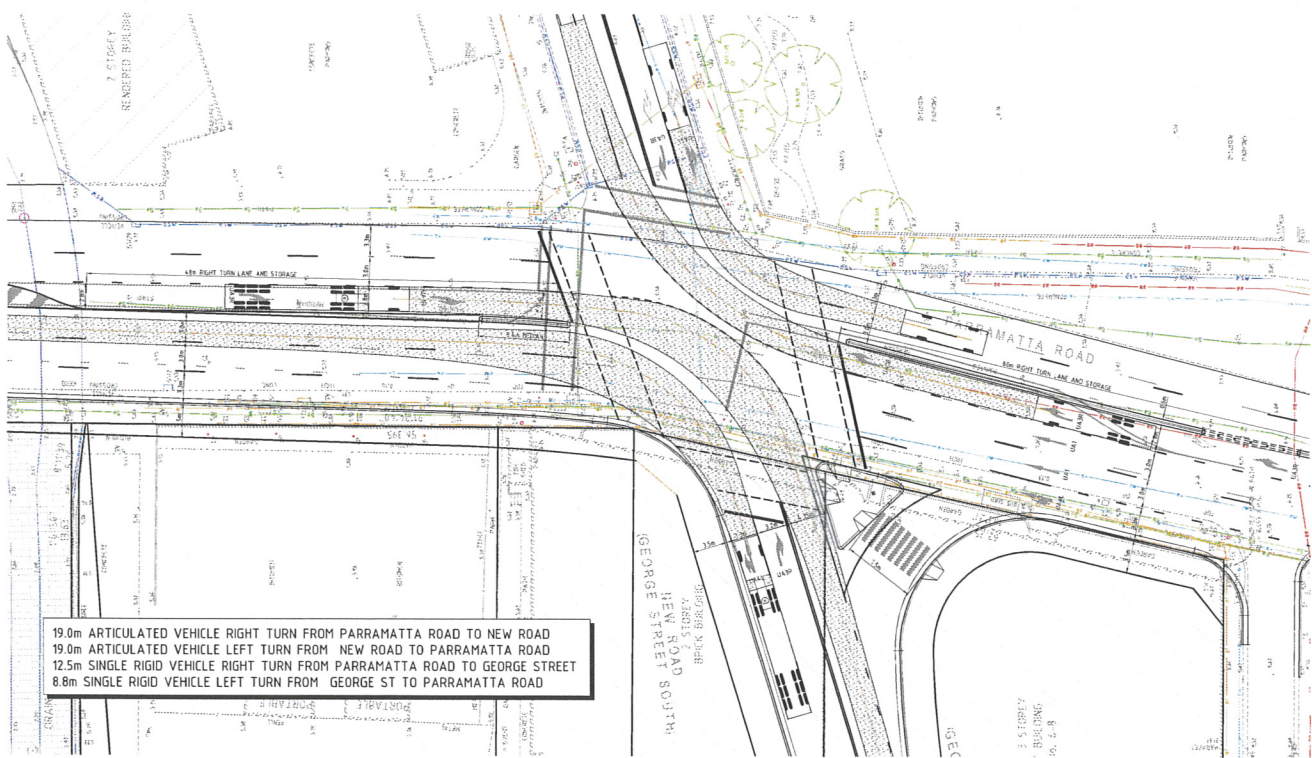


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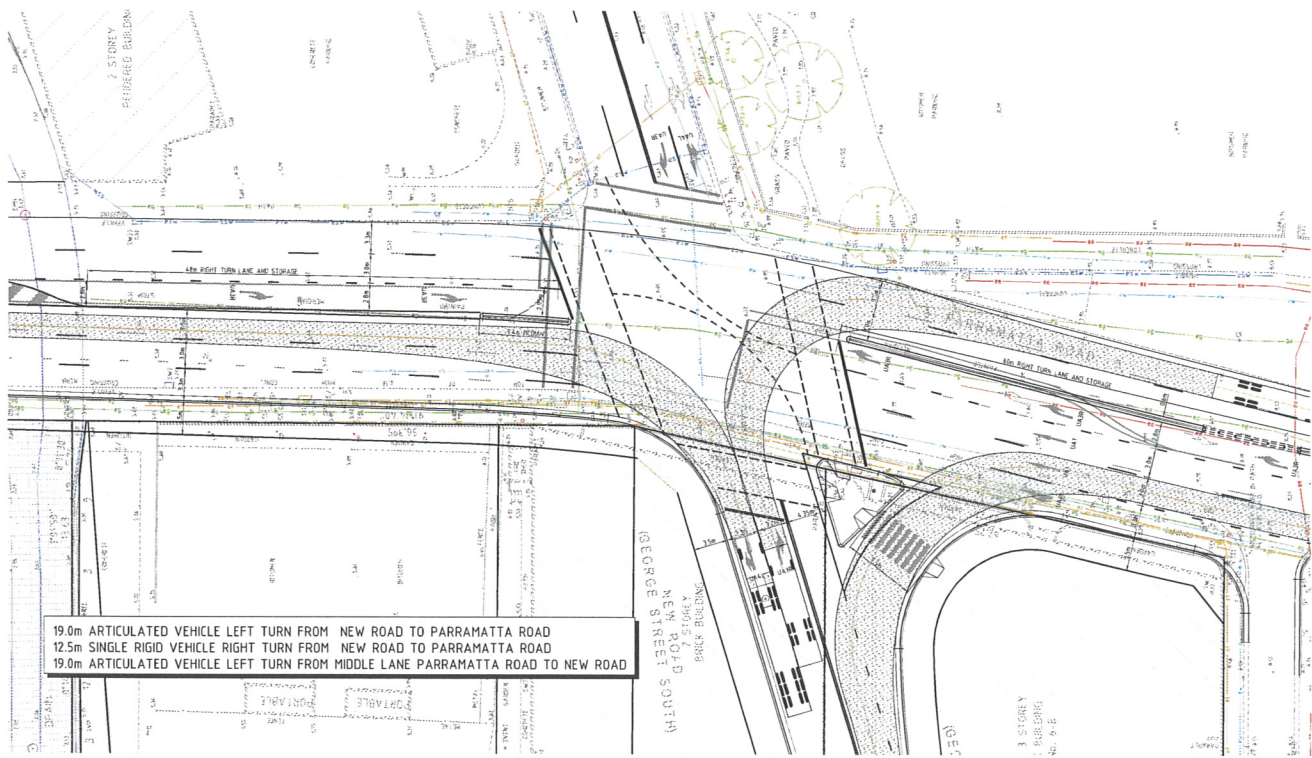
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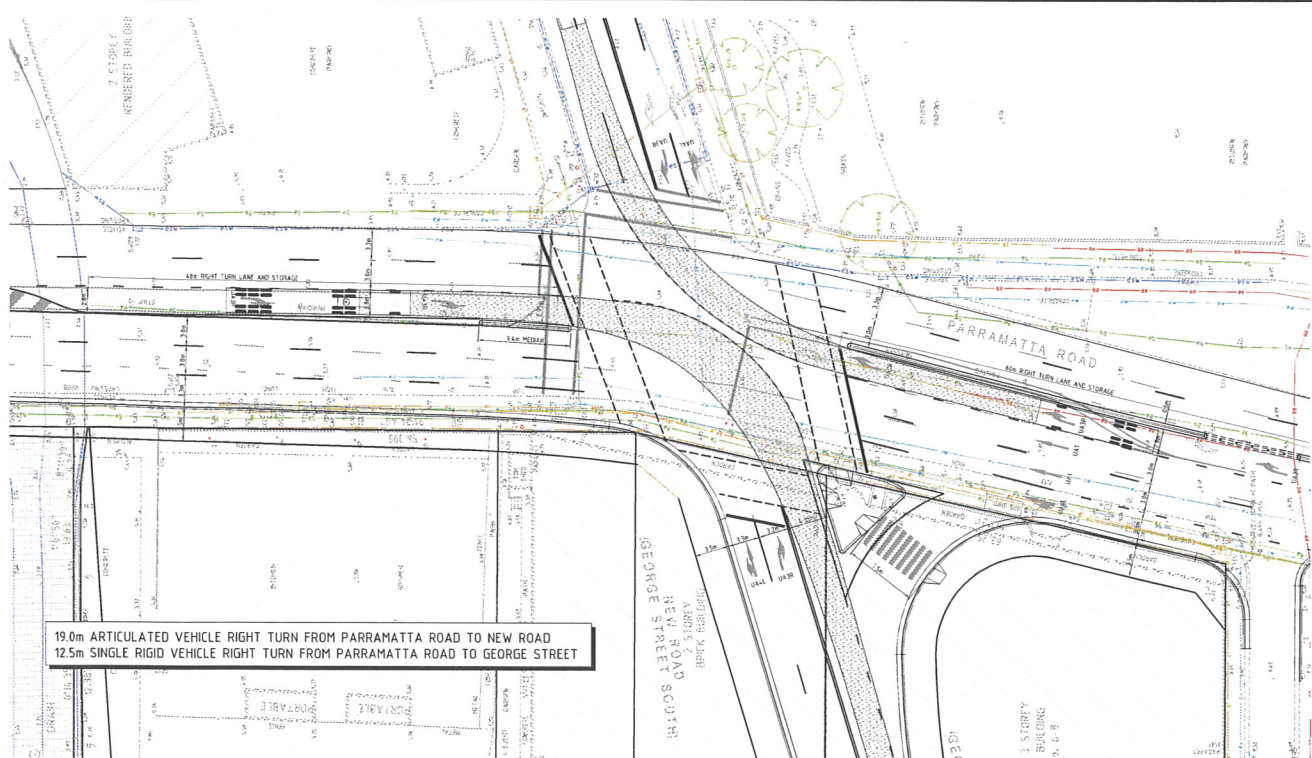




19.0m ARTICULATED VEHICLE RIGHT TURN FROM PARRAMATTA ROAD TO NEW ROAD  
19.0m ARTICULATED VEHICLE LEFT TURN FROM NEW ROAD TO PARRAMATTA ROAD  
12.5m SINGLE RIGID VEHICLE RIGHT TURN FROM PARRAMATTA ROAD TO GEORGE STREET  
8.8m SINGLE RIGID VEHICLE LEFT TURN FROM GEORGE ST TO PARRAMATTA ROAD



19.0m ARTICULATED VEHICLE LEFT TURN FROM NEW ROAD TO PARRAMATTA ROAD  
12.5m SINGLE RIGID VEHICLE RIGHT TURN FROM NEW ROAD TO PARRAMATTA ROAD  
19.0m ARTICULATED VEHICLE LEFT TURN FROM MIDDLE LANE PARRAMATTA ROAD TO NEW ROAD



19.0m ARTICULATED VEHICLE RIGHT TURN FROM PARRAMATTA ROAD TO NEW ROAD  
12.5m SINGLE RIGID VEHICLE RIGHT TURN FROM PARRAMATTA ROAD TO GEORGE STREET

Notes

Key to symbols

Vehicle Turn Path Legend

Vehicle and turn path control line

Vehicle body

Vehicle, vehicle envelope

Reference drawings

A	24/06/12	DC/MW	ISSUED FOR INFORMATION	DC
Rev	Date	Drawn	Desc/Action	By/Rev

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Australia  
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Fax: +61 (0)2 9550 6001  
www.mottmac.com.au

Client  
COLUMBIA PRECINCT @ HOMEBUSH

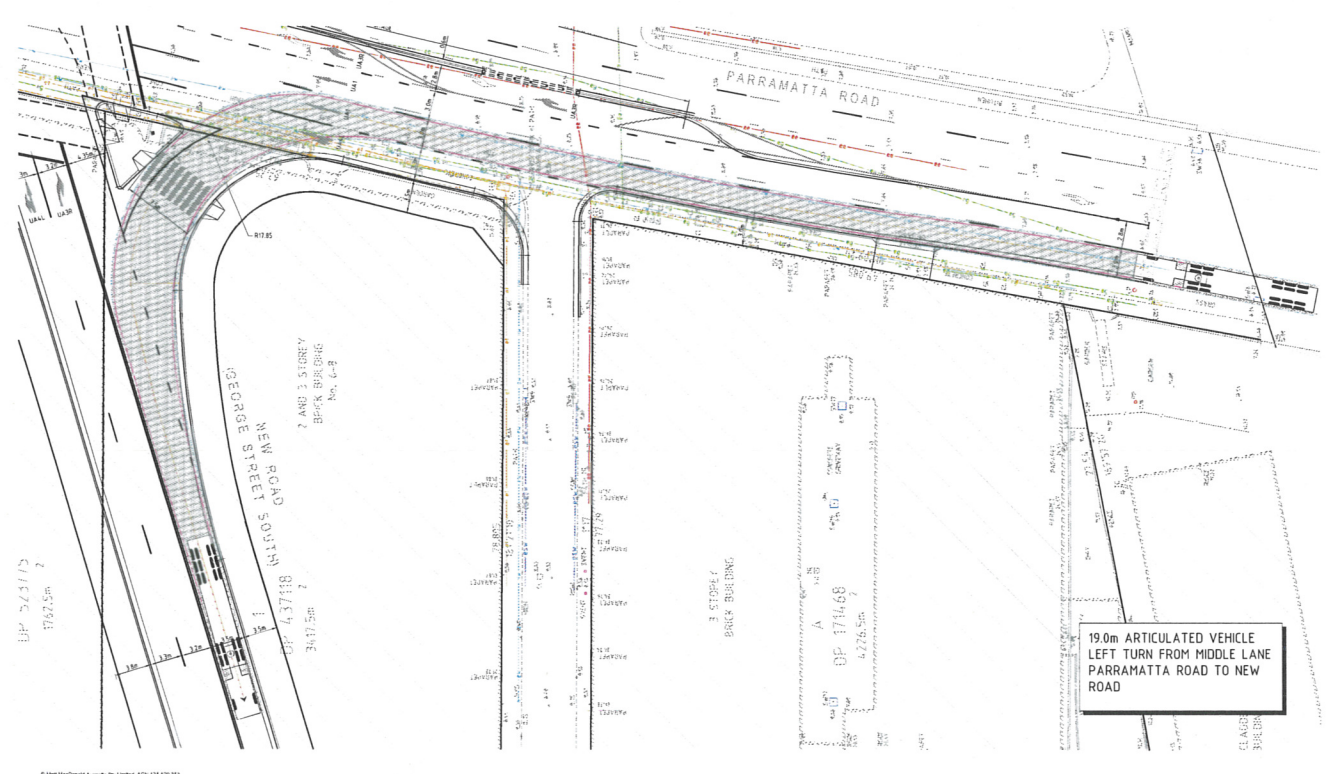
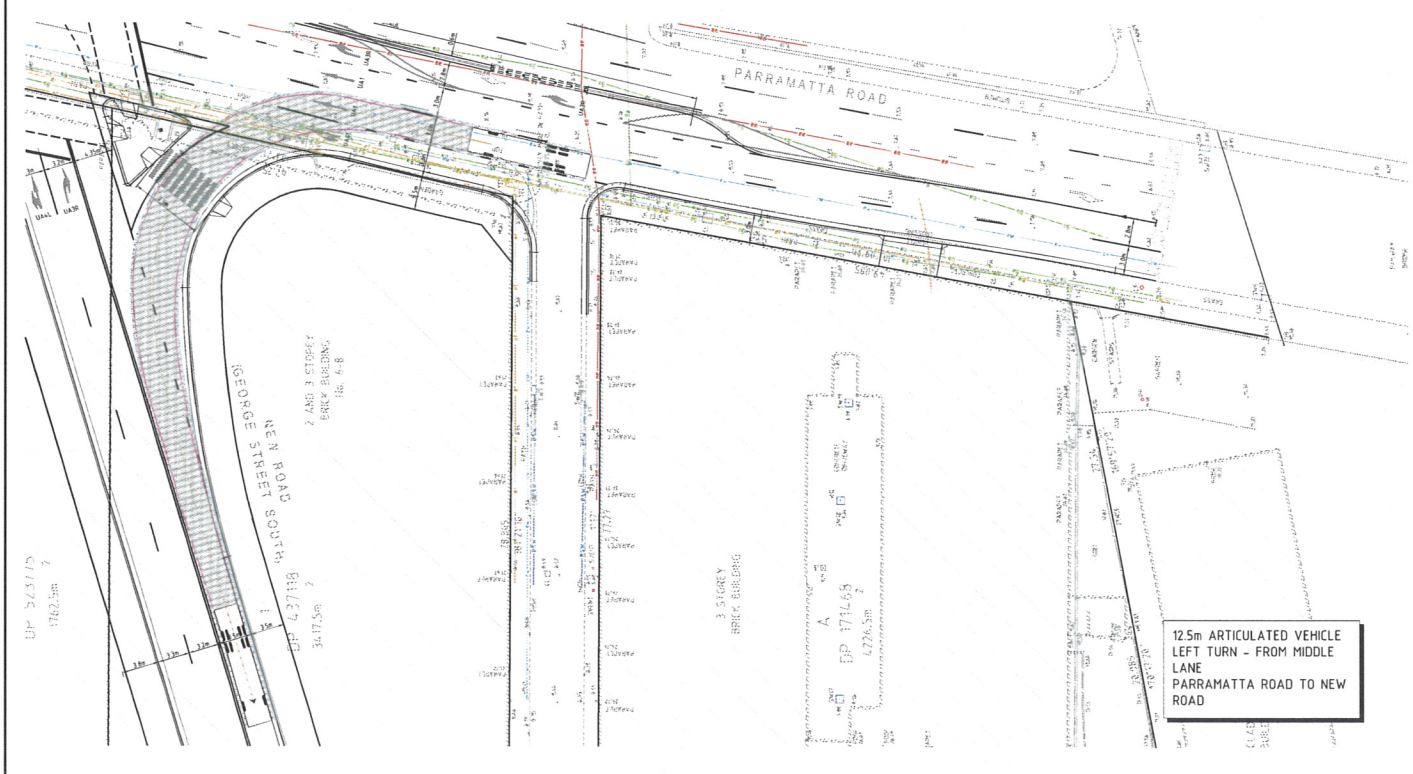
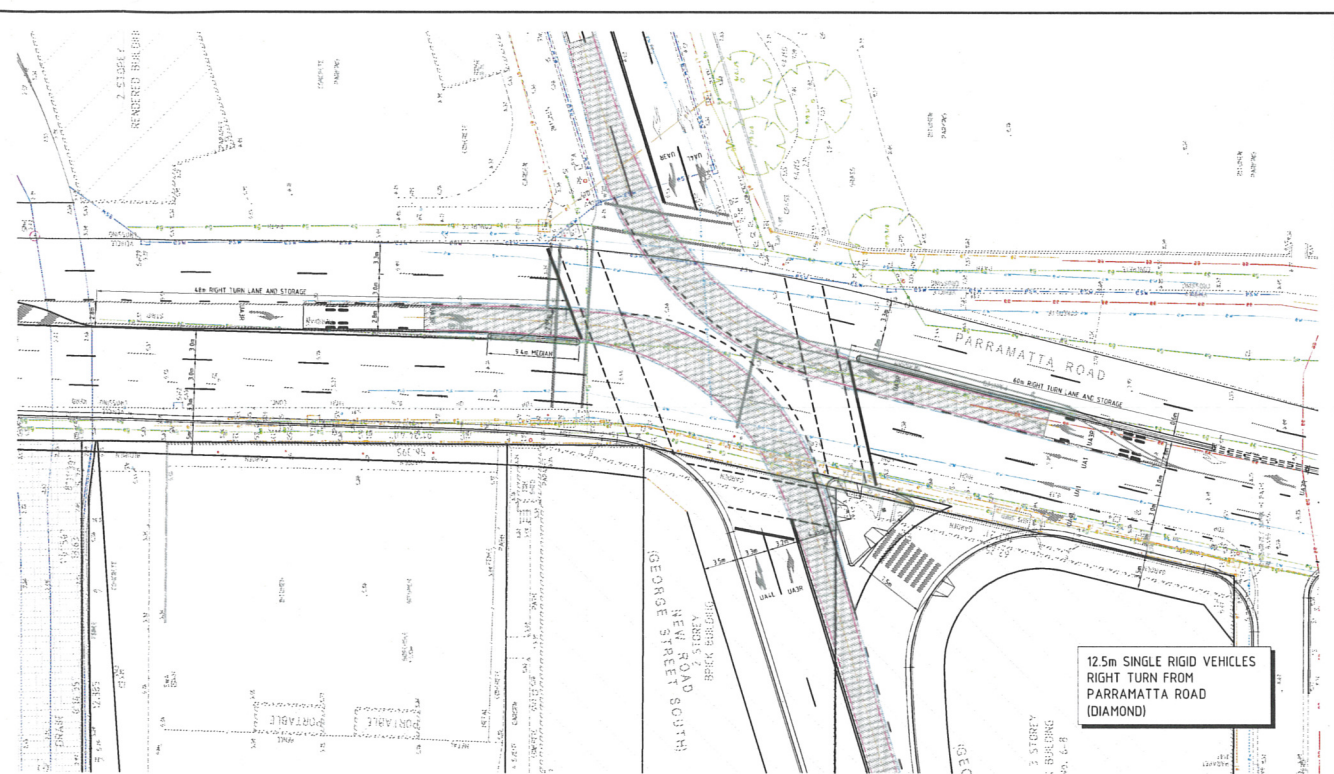
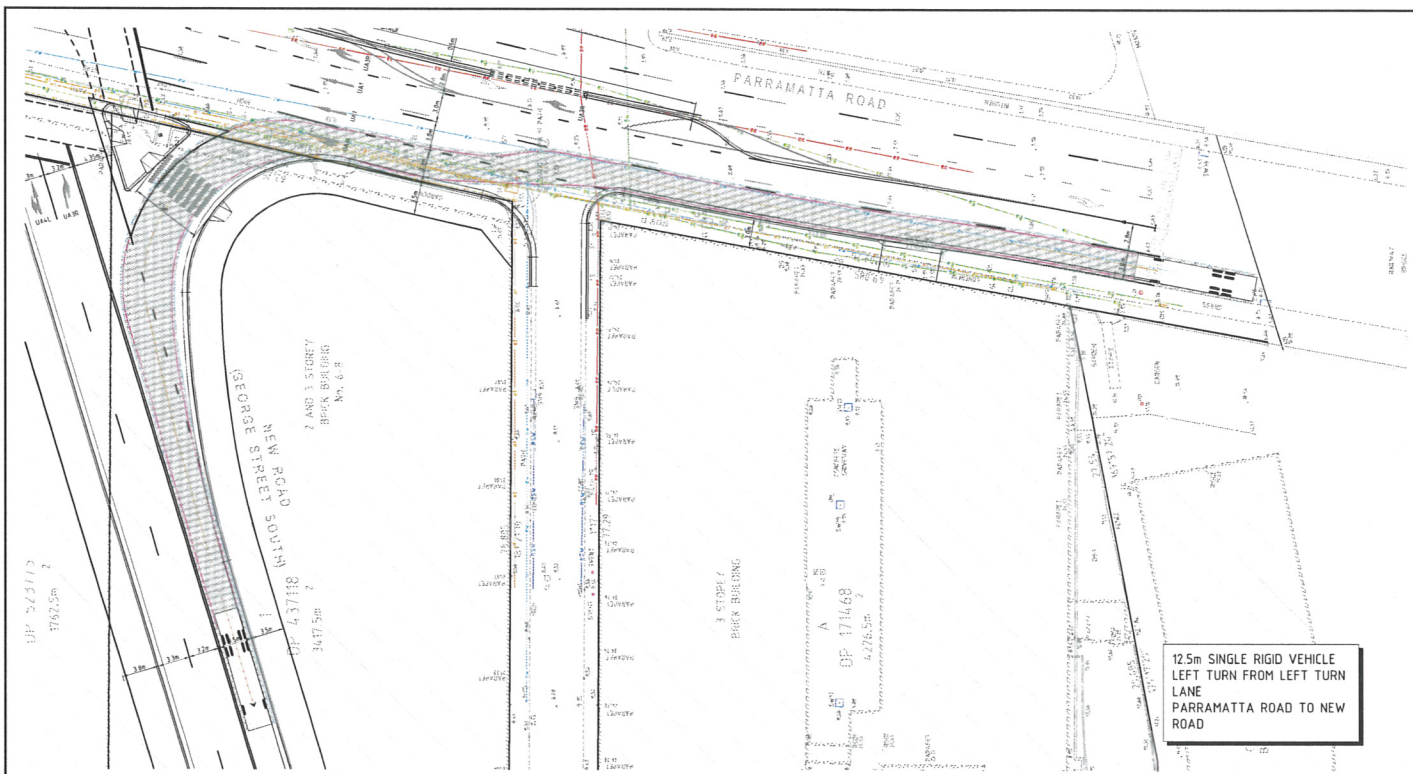
Title  
TURNING PATH PLAN

Designed	DC	Eng check	SR
Drawn	DC	Coordination	JA
Design check	DC	Approved	PLAB
Scale at A0	1:200	Status	Rev
Drawn/Number			A

307636-SK16

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Notes

Key to symbols

Vehicle Turn Path Legend

- Variable and turn path control line
- Variable body
- Variable body dimension (D, B)
- Variable, variable body and variable clearance
- Variable, variable envelope

Reference drawings

A	20.08.12	DCMM	ISSUED FOR INFORMATION	DC
A	21.08.12	DCMM	ISSUED FOR INFORMATION	DC
Rev	Date	Drawn	Description	Cr/Iss/ App'd

**Mott MacDonald**

COLUMBIA PRECINCT @ HOMEBUSH

TURNING PATH PLAN

Designed	DC	Eng check	SH
Drawn	DC	Coordination	X
Draw check	DC	Approval	PMB

Scale of file: 1:200

REV B

Drawing Number: 307636-SK15



Your Reference: MP10\_0143  
Our Reference: SYD12-00051  
Contact: Xi Lin  
Telephone: 8849 2906

**SRDAC**

SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE

7/3/12

The Director  
Metropolitan and Regional Projects South  
Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Caroline Owen**

**EXHIBITION OF MIXED USE DEVELOPMENT, COLUMBIA PRECINCT  
2-20 PARRAMATTA ROAD & 11-13 COLUMBIA LANE, HOMEBUSH**

Dear Mr Bright,

I refer to your letter dated 16 January 2012 with regard to the abovementioned application which was referred to the Roads and Maritime Services (RMS) for comment under Section 75H of the Environmental Planning and Assessment Act, 1979. The Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 15 February 2012.

At the meeting, the Committee recommended that the application not be determined until such time that the geometric layout of the proposed fourth leg on the existing signalised T intersection on Parramatta Road at George Street is approved in principle by RMS. It is imperative to identify the geometric layout of the proposed signal and civil works on Parramatta road prior to the determination of the application to ensure that sufficient land dedication and building setbacks are provided to facilitate an acceptable geometric layout for the proposed signalised fourth leg. To determine the geometric layout and identify the civil and signal works associated with the proposed fourth leg, the following information shall be submitted to the Department and referred to RMS for review and comment:

- Electronic copies of the SIDRA analysis shall be submitted to RMS for review. In this regard, the signalised intersection shall operate with diamond overlap phasing. The southern approach to the signalised intersection shall have a minimum of three lanes to optimise the efficiency for this leg of the intersection.

Upon review of the electronic copies of the SIDRA analysis, RMS will provide its requirements for each leg of the signalised intersection.

Roads & Maritime Services

LEVEL 11, 27-31 ARGYLE STREET PARRAMATTA, NSW 2150  
PO BOX 973 PARRAMATTA CBD NSW 2150 DX28555  
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- Once the lane configuration requirements are identified and endorsed by RMS for each leg of the signalised intersection, a geometric concept plan of the four leg intersection overlayed on an accurate survey plan shall be submitted to RMS for review and endorsement.

RMS is not in a position to provide concurrence to the proposed road connection to Parramatta Road under Section 138 of the *Roads Act, 1993* and approval to the proposed traffic signals associated with this new road connection until such time that the additional information specified above is submitted to the Department and referred to RMS for review.

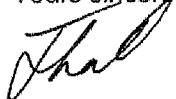
Upon review of this additional information, RMS will specify its requirements to be incorporated into the consent.

In addition to the above, RMS provides the following advisory comments for the Departments consideration in the determination of the project application:

1. The proposed pedestrian bridge requires consent under Section 87 of the *Roads Act, 1993*, as a pedestrian bridge is deemed to be a traffic control facility under Section 45E – (d) of the *Transport Administration Act, 1988*. Additionally, the provision of a pedestrian bridge may require a development application (DA) to be lodged through the local council.
2. Consideration should be given to improve bus amenity along Parramatta Road via upgrades to the existing bus stop adjacent to the proposed site as bus patronage will be increased due to the proposed Columbia Precinct.
3. RMS does not support the proposed northern raised threshold for pedestrians on the proposed access road off Parramatta Road as this raised threshold is too close to the Parramatta Road intersection.
4. To ensure that internal roads of the Columbia Precinct site are self enforcing low speed streets, threshold entry treatments consisting of grade textural treatments (i.e. pavers/cobblestones) shall be implemented and once the road works are nearing completion, RMS will inspect the internal roads to identify an appropriate speed limit for these streets. In this regard, any changes to the existing speed limits on these streets require the approval of RMS.
4. Concerns are raised with regard to the adequacy of loading provision. Details of servicing/delivery requirement for the proposed development have not been provided. Details including truck sizes and number of movements shall be provided by the developer prior to the determination of the development application.

Further enquiries on this matter can be directed to the nominated Assistant Planner Xi Lin on phone 8849 2906 or facsimile 8849 2918.

Yours sincerely



James Hall

**Chairman, Sydney Regional Development Advisory Committee**

7 March 2012