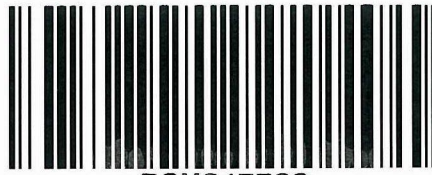


Our Reference:
Your Reference:
Contact:
Telephone

RDC 08M635 vol 4&5
MP08_0257 & MP08_0258
Edmond Platon
8849 2906

SRDAC



PCU015523

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Urban Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001



Attention: Mark Brown

**SECTION 75W MODIFICATION TO THE APPROVED CONCEPT PLAN -
61 MOBBS LANE, EPPING (FORMER CHANNEL 7 SITE) – MP05_0086 MOD2.**

Dear Sir,

I refer to the Department of Planning's (DoP) letter dated 2 September 2010 (DoP Reference No: MP05_0086 MOD2) with regard to the above-mentioned Section 75W application, which was referred to the Roads and Traffic Authority (RTA) for comment under Part 3A of the *Environmental Planning and Assessment Act, 1979* and Clause 104 - Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on the 22 September 2010. Below are the Committee's recommendations and RTA's comments on the subject application:

1. Comments 1, 2, 5-14 of the SRDAC letter dated 14 August 2009 (attached), remain applicable to the proposed application.
2. The proposed signals at the intersection of Marsden Road/Mobbs Lane shall be fully constructed and operational prior to the release of any Occupation Certificates by the Certifying Authority for part of the development that exceeds 150 dwellings with a child care centre or 225 dwellings without child care centre and for both scenarios. Regardless of the timing of any construction activities on-site for the residential and/or child care centre development on the subject site, the traffic signals shall be operational within 24 months after consent has been granted to this application.

Certified copies of the traffic signal and civil design plans at the Marsden Road/Mobbs Lane intersection shall be submitted to the RTA for consideration and approval prior to the release of the Construction Certificate by the Certifying authority for any part of the development that exceeds 150 dwellings with child care centre or 225 dwellings without child care centre and commencement of signal and works. This comment replaces Comment 3 of the SRDAC letter dated 14 August 2009.

3. The RTA has agreed to waive the 10 year traffic signal operation maintenance cost for the intersection of Marsden Road/Mobbs Lane in this instance. This comment replaces Comment 4 of the SRDAC letter dated 14 August 2009.



In accordance with Clause 104 (4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the DoP's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

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

Yours sincerely,



James Hall
A/Chairman
Sydney Regional Development Advisory Committee

12 October 2010

encl: RTA letter dated 14 August 2009

Our Reference:
Your Reference:
Contact:
Telephone

RDC 08M635 vol 4&5
MP08_0257 & MP08_0258
Edmond Platon
8849 2906

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Urban Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Mark Brown

**PROPOSED RESIDENTIAL DEVELOPMENT AT 61 MOBBS LANE, EPPING
STAGE 1- RESIDENTIAL DEVELOPMENT (MP08_0257) AND
EARLY WORKS PROJECT (MP08_0258)**

Dear Sir,

I refer to the Department of Planning's (DoP) letter dated 6 July 2009 (DoP Reference No: MP08_0257 and MP08_0258) with regard to the above-mentioned Development Applications (DA), which was referred to the Roads and Traffic Authority (RTA) for comment under Part 3A of the *Environmental Planning and Assessment Act, 1979* and Clause 104 - Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on the 12 August 2009. Below are the Committee's recommendations and RTA's comments on the subject application:

1. The traffic report detailed External Works which includes upgrading the intersection of Marsden Road/Mobbs Lane to provide traffic signals and reconfiguration of the existing signalised intersection of Mobbs Lane/Midson Road to include additional pedestrian crossings.
2. Comments provided by the RTA in a letter dated 16 April 2008 (copy attached) which refers to the intersection of Marsden Road/Mobbs Lane remain applicable to the development with the exception of Comment 8, 9,10 and parts of 1.
3. With regards to timing of the new traffic signals, the traffic report by Halcrow MWT indicated that the construction of the Marsden Road/Mobbs Lane traffic signal intersection should be prior to the occupation of 171 dwellings with a child care centre or 256 dwellings without a child care centre.

In contrast, a letter dated 4 October 2007 from MWT indicated that traffic signals would be constructed prior to the occupation of 150 dwellings with a child care centre or 225 dwellings without a child care centre.



Considering that construction vehicles are likely to utilise the intersection throughout and after both the Early Works Package and Stage 1 Development, the proposed signals at the intersection of Marsden Road/Mobbs Lane shall be fully constructed and operational prior to the release of any Occupation Certificates by the Certifying Authority for part of the development that exceeds 150 dwellings with a child care centre or 225 dwellings without child care centre.

Certified copies of the civil/traffic signal design plans at the Marsden Road/Mobbs Lane intersection shall be submitted to the RTA for consideration and approval prior to the release of the Construction Certificate by the Certifying authority for any part of the development that exceeds 150 dwellings with child care centre or 225 dwellings without child care centre and commencement of road/signal works.

4. The developer must pay the full 10 year traffic signal operation maintenance cost.
5. With regards to the timing for the works proposed at the signalised intersection of Mobbs Lane/Midson Road, considering there could be parents that would walk to the child care centre from Midson Road, the proposed works shall be completed and fully operational prior to the release of the Occupation Certificates by the Certifying authority for both the Early Works Package or Stage 1 Residential Development, whichever is completed earlier.
6. Certified copies of the civil/traffic signal design plans at the Mobbs Lane/Midson Road intersection shall be submitted to the RTA for consideration and approval prior to the release of any Construction Certificate by the Certifying authority and commencement of road/signal works for both the Early Works Project and Stage 1 Residential Development.
7. For both the traffic signal upgrade of Marsden Road/Mobbs Lane intersection and reconfiguration works at the signalised intersection of Mobbs Lane/Midson Road, the RTA fees for administration, plan checking, civil/signal works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer may be required to enter into a Works Authorisation Deed (WAD) for the works. If require, please note that the works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed civil design plans. .

8. The traffic report also indicated External Works along on Mobbs Lane which shall be designed and constructed to relevant guidelines and standards to the satisfaction of the DoP and Council. The timing of the works shall not compromise the objectives of the treatment particularly in relation to road safety.
9. The traffic report indicates that the entry driveway for the child care centre does not strictly comply with the requirements of AS2890.1 due to site constraints but does with the objective of the Standard. DoP and Council shall be satisfied that the non-conformance is warranted and is appropriate.
10. Truck routes on local roads shall be to the satisfaction of DoP and Council.
11. All vehicles shall enter and exit any of the proposed accesses on Mobbs Lane in a forward direction. Swept path analysis of the largest vehicle entering and exiting the child care centre and residential site accesses in a forward direction shall be provided to the satisfaction of DoP and Council.

12. All vehicles entering any of the proposed entry accesses on Mobbs Lane are to be clear from the edge of carriageway and footpath before being required to stop.
13. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to DoP and Council, for approval, prior to the issue of a construction certificate.
14. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with Clause 104 (4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the DoP's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

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

Yours sincerely



Ken Moon
Chairman, Sydney Regional Development Advisory Committee
Transport Planning Section, Sydney Region

14 August 2009

encl: RTA letter dated 16 April 2008

88142107



RDC 2005-1851c

Andrew Popoff

McLachlan Lister Pty Limited
Level 1
1 Hickson Road
The Rocks NSW 2000

Attention: Alistair Mein

**THE PARKLANDS (CHANNEL SEVEN) CONCEPT PLAN (MPA NO. 05_0086)
- FINAL CONCEPT DESIGNS FOR MARSDEN ROAD / MOBBS LANE AND
MIDSON ROAD / MOBBS LANE INTERSECTIONS.**

Dear Alistair,

I refer to your letter dated 26 March 2008 which included revised concept designs (Ref: 5316-05-01; Figure 1, 2, 3, 4 and 5; Dated: 26/03/2008) that were submitted to the Roads and Traffic Authority (RTA) for "in principle" approval in order to address several outstanding design issues.

Reference is also made to your earlier correspondence dated 10 October 2007 which related to the timing for the installation of the proposed traffic signals at Marsden Road / Mobbs Lane.

The RTA has reviewed the submitted concept designs and provides "in principle" approval subject to the following:

1. The design of the proposed traffic control signals and associated civil works at the intersection of Marsden Road / Mobbs Lane shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the design plans shall be submitted to the RTA for consideration and approval prior to the release of the construction certificate (for the first stage of development) by the Certifying Authority and commencement of road / signal works.

Revised Traffic Signal design plans for the intersection of Midson Road / Eastwood Avenue / Mobbs Lane must also be submitted to the RTA for formal acceptance prior to the commencement of road / signal works.

The RTA fees for administration, plan checking, civil / signal works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. If required, please note that the Works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed civil design plans.

Roads and Traffic Authority



7/21 Argyle Street
Parramatta NSW 2150

PO Box 973 Parramatta CBD NSW 2124
DX 28555 Parramatta

T 13 1782

www.rta.nsw.gov.au

88142107

2. 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.
3. As part of the detailed design that the interface between new pavement and existing pavement is not to be in the wheel tracks of vehicles (ie: this may mean that extra pavement has to be removed so the interface is in the middle of a lane).
4. That the pedestrian crossing across the northern Marsden Road (leg) is not installed up front. However, the ducting, wiring, etc is done to facilitate future installation when required.
5. The proposed right turn bay from Marsden Road into Mobbs Lane should have the chevron linemarked area deleted in order to maximise the storage of this right turn bay.
6. As the narrowing of the footway along the western side of Marsden Road may somewhat restrict sight distances for vehicles leaving these properties, it is recommended that a "Driveways Ahead" sign be installed along Marsden Road for northbound traffic prior to the Illarangi Street intersection.
7. If the property at No 278 Marsden Road is still a vacant lot when the traffic signal / civil works occur at the Marsden Road / Mobbs Lane intersection, then the existing driveway crossing for this property should be relocated to the northern side of this lot when the SA kerb is reconstructed.

In addition, the following comments are provided with regard to the timing of the installation of the traffic signals at Marsden Road / Mobbs Lane:

8. The early provision of traffic signals at this intersection will improve the safety of a number of (Right-Through - from right) accidents that have occurred in the past. In addition, the early provision of traffic signals at this intersection would also facilitate the safe movement of construction related vehicles at this intersection.

Therefore, the certified copies of the civil / traffic signal design plans at the Marsden Road / Mobbs Lane intersection shall be submitted to the RTA for consideration and approval prior to the release of the construction certificate (*for the first stage of development*) by the Certifying Authority and commencement of road / signal works.

9. As stated previously, the Occupation Certificate (*for the first stage*) of the proposed development shall not be released until the traffic control signals at the intersection of Marsden Road / Mobbs Lane is fully constructed and operational.
10. As the traffic signals will be required to be operational prior to the nominated trigger points as stated in your correspondence:
 - The occupation of the childcare centre plus 150 dwellings, or
 - The occupation of 225 dwellings with no childcare centre.

The RTA would be willing to "halve" the total 10 year traffic signal operational / maintenance costs that you would be required to pay (which equates to \$35,860).

88142107

(Note: The total 10 year operational / maintenance cost is \$71,720 – per new signal site).

Note: The turn movements for buses (ie: left-in and left-out of the site) as depicted on Figure 3 show them encroaching over the right turn bays within Mobbs Lane. This issue will need to be addressed to the satisfaction of Council.

Any inquiries in relation to this matter can be directed to the RTA's Land Use & Transport Planner, Andrew Popoff on telephone 8849 2180 or facsimile 8849 2918.

Yours sincerely,



Ken Moon
Land Use Planning & Assessment Manager
Transport Planning, Sydney Region

16 April 2008