

Our Reference:
Your Reference:
Contact:
Telephone:

RDC 09M1204 – SYD10/00965
MP 0910_0054
Edmond Platon
8849 2906

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Caroline Owen

**PROPOSED MIXED USE DEVELOPMENT AT THE BAKEHOUSE QUARTER, PARRAMATTA
ROAD AND GEORGE STREET, NORTH STRATHFIELD
MP 09_0054**

Dear Sir/Madam

I refer to your letter of 12 November 2010 (Department Reference Ref: MP 09_0054), concerning the abovementioned Development Application (DA) which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 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 1 December 2010.

The RTA raises the following significant concerns regarding the DA. DoP is advised to defer the determination of this DA until the following issues have been resolved:

INCLUSION OF RTA PROPERTY

1. Lot 100 to 104 DP 717983 is RTA owned property and therefore shall not be included in the proposal as part of the development. Lots 101, 103 & 104 were formally leased by Kirela (Pelorus) until 28 February 2010, however no further negotiations have occurred.

The RTA has subsequently been negotiating with Transport Construction Authority (TCA) leasing the RTA land for use as a temporary construction site compound for the Northern Sydney Freight Corridor project.

Therefore the DA and associated architectural plans shall be revised with the exclusion of the RTA land from the DA, unless an agreement is made with RTA's Property Sales and Leasing Section. Further details can be obtained from Mr. John Blow, Leasing and Contract Manager, RTA Commercial Strategy and Development Branch (Ph: 8588 5356).

Consideration should also be made to the possibility that the RTA owned land will be leased to TCA and used as a construction site compound (details will need to be obtained from TCA). The proposed off-street car parking, proposed traffic arrangement and pedestrian access shall be revised accordingly.



WIDENING OF THE M4 VIADUCT

2. The RTA has a proposal to widen the existing M4 viaduct. The current RTA design plans make provision for an additional 26m viaduct with a 3m clearance from the existing viaduct. In addition, an allowance of 3m clearance is required between any viaduct structure and proposed development buildings. Therefore the total width required for the future viaduct widening is 32m from the north side edge of the existing motorway viaduct.

The RTA also advises that the construction of future viaducts will require building of piers. The locations of the piers have not been determined and the RTA will in the future acquire land to construct and protect these piers. In order to preserve the future location of the piers no structures shall be built under the future viaduct widening envelope (i.e. 32m from north side edge of the existing motorway viaduct).

Therefore the DA and architectural plans shall be revised with no buildings or permanent structures within the required 32m widening scheme for the M4 viaduct. It is also advised that the RTA will provide further requirements when more details become available, although the widening is unlikely to proceed in the next 5 years. Should you wish to discuss this matter further you can contact Mr. Mal Cross, Project Services Manager, RTA Motorway Projects Branch (Phone: 8588 5709).

In addition, the building shall be designed and constructed to adequately mitigate construction and operational traffic noise from the proposed widening of the motorway and any landscaping should take into account of the implication of reduced sunlight as a result of the widening of the viaduct.

CLEARANCE REQUIREMENT TO M4 VIADUCT

3. The RTA requires access to all areas of the existing (as well as future) viaduct at short notice at all times for maintenance purposes. Therefore the RTA will need to impose a clearance between any proposed buildings or permanent structure from the viaduct and its support structure.

However, the RTA cannot determine the clearance requirement based on the information provided. The RTA requests that further information is provided by the applicant. Details of the further information required by the RTA can be obtained from Mr. Smuttu Sivarasa, Bridge Maintenance Planner, RTA Sydney Asset Section (Ph: 8849 2061).

It is noted that DA and architectural plans will likely need to be revised in order to provide the necessary clearance requirement from the viaduct.

INTERSECTION OF PARRAMATTA ROAD/GEORGE STREET

4. The right turn bay on Parramatta Road east approach at the Parramatta Road/George Street intersection shall be extended or duplicated to accommodate the maximum queue without overspill as indicated by traffic modelling that has been endorsed by the RTA.
5. Two exit lanes shall be provided on the George Street approach of the Parramatta Road/George Street intersection.

6. Further analysis shall be undertaken to determine the feasibility of improving traffic efficiency of the intersection of Parramatta Road/George Street by relocating the existing pedestrian crossing across the Parramatta Road west approach to the east approach. The analysis shall consider the safety implications and delay to existing and future pedestrian traffic between the Bakehouse Quarter and Homebush Train Station. It is noted that relocation of the signalised pedestrian crossing requires approval from the Manager Networks Operations RTA, Traffic Management Branch.
7. Right turn access from George Street into the site (i.e via George Lane) shall be banned to development traffic to ensure queues on George Street do not form and block the Parramatta Road/George Street intersection. Therefore the modified roundabout at the intersection of George Street/New Roadway and all internal roads shall be designed to accommodate the largest service vehicle.
8. Concept plans and further information requested above for the Parramatta Road/George Street intersection (i.e. comments (4) to (7)) shall be submitted to the RTA for review and endorsement. The RTA reserves the right to provide further requirements following review of the revised concept plans

INTERNAL ROAD NETWORK

9. The intersection between Railway Street and Parramatta Road shall be re-designed as a deceleration lane in accordance to RTA's Road Design Guide. Updated concept plans shall be submitted to the RTA for review prior to the determination of the DA.
10. The intersection between the one-way and two-way sections Railway Street (i.e. where there is a roundabout adjacent to Parramatta Road) shall be revised to physically delineate and prohibit vehicles from entering the one-way section in the wrong direction. Also nearby car-parking spaces shall be removed so that the largest vehicles can turn around in the roundabout. Updated concept plans shall be submitted to the RTA for review prior to the determination of the DA.
11. Internal road intersection (i.e. George Lane/New Roadway) shall include signs and delineation to ensure efficient and safe movement of vehicles.

In addition to the above the RTA provides the following comments which should be considered in any future submission:

EXCAVATION

12. If any excavation works are to occur adjacent to the Parramatta Road and M4 Viaduct, the RTA requires the submission of civil design plans which provide details on the level of excavation and a Geotechnical Report to the RTA for approval prior to the commencement of excavation on the site.

HYDRAULICS

13. Council shall ensure that post development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development application discharge.

Should there be changes to the RTA's drainage system then detailed design plans and hydraulic calculations of the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works.

Details should be forwarded to, The Sydney Asset Management, Roads and Traffic Authority, PO Box 973, Parramatta CBD 2124.

A plan checking fee will be payable and a performance bond may be required before the RTA'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.

NOISE

14. The proposed development should be designed such that road traffic noise from Marsden Road is mitigated by durable materials and comply with the requirements of Clause 102 – (Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Infrastructure) 2007.

PARKING & LOADING

15. The provision of off-street car parking, bicycle storage, taxi stands, bus parking and loading areas shall be provided to Council's satisfaction.
16. The layout of the proposed car parking areas, loading docks and driveway associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, loading bay dimensions and parking bay dimensions) should be in accordance with AS2890.1 - 2004 and AS2890.2 – 2002 for large vehicle.
17. All loading should be off-street and any reversing of trucks on heavily pedestrianised roads and driveways should not be supported.

CONSTRUCTION

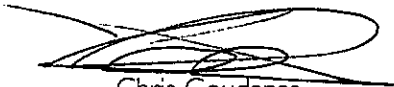
18. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council, for approval, prior to the issue of a construction certificate.
19. All works associated with the development are to be at no cost to the RTA.

Following submission of revised DA, architectural plans, intersection concept plans and other further information requested above, the RTA will review the further information and provide further comments to DoP.

Again it is iterated that DoP should not determine the DA until the RTA is satisfied significant issues have been resolved and further comments has been provided by the RTA.

Any inquiries in relation to this development application can be directed to Edmond Platon on telephone 8849 2906.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Chris Goudanas', with a large, sweeping flourish extending to the left.

Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

22 December 2010