

Our Reference: RDC 09M206 – SYD10/00972
Your Reference: MP08_0195
Contact: Aleks Tancevski
Telephone: 8849 2313

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

Director / Metropolitan Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Amy Watson

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR CONCEPT PLAN FOR A MIXED
USE DEVELOPMENT AT 78-90 OLD CANTERBURY ROAD, LEWISHAM**

Dear Sir/Madam

I refer to your letter dated 15 November 2010 (Department Reference Ref: MP 08_0195), concerning the abovementioned Environmental Assessment Application (EA) 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 concerns with regard to the EA application and the proposed 'interim' traffic arrangements proposed for Stage 1 of the proposed development. The Department of Planning is advised to defer the determination of this EA until the following issues have been resolved.

TRAFFIC MANAGEMENT

1. The RTA does not support the 'interim' traffic arrangements proposed for Stage 1 of the proposed development. Section 5.11.3 of the Transport Management and Accessibility Plan (TMAP) refers to an 'interim' arrangement at the intersection of Old Canterbury Road and Toothill Street. The current northbound lane allocation provides a through movement in lane one, with lane two a shared right turn and through movement. Section 5.11.3 details changes which formalises the right turn, effectively reducing the northbound movement to one lane through and one lane right turn. This reduction in lane usage will significantly effect the northbound movement causing the current pinch point at the intersection of Old Canterbury Road and Railway Terrace to be extended to this location. Furthermore, the reduction will cause increased queuing and congestion for northbound traffic.
2. The provision of a dedicated left turn lane in Longport Street to turn left into Old Canterbury Road is not supported. Currently buses are able to turn right from this approach and outside of peak times all vehicles can turn right into Old Canterbury Road. If a vehicle is in the right lane waiting to turn right, vehicles wanting to travel through the intersection will be blocked as they will no longer be able to overtake a vehicle turning right.



3. The proposed median island at William Street is not supported due to the width of the carriageway on Old Canterbury Road. Any median island would need to be a minimum of 1.2 metres wide and Old Canterbury Road can not accommodate this width without reducing the lane widths, which is unacceptable to the RTA. In lieu of the above, 'No Right Turn' regulatory signposting shall be installed at this intersection to prohibit right turn movements on both the William Street and Old Canterbury Road approaches to the intersection. A 'Works Instruction' will be required from the RTA.
4. The RTA does not support the provision of a right turn storage facility in Old Canterbury Road to facilitate the right turn exit from the site via Hudson Street on road safety grounds. (As shown in Figure 5 in the submitted TMAP). As a result of the above, right turn movements on both the Hudson Street and Old Canterbury Road approaches to the intersection shall be prohibited and shall be enforced by implementing 'No Right Turn' regulatory signposting. A 'Works Instruction' will be required from the RTA. In addition, this right turn prohibition shall apply to both Stage 1 and 2 of the proposed development.
5. The submitted TMAP and associated intersection modelling is to be revised to incorporate the abovementioned right turn prohibitions on Old Canterbury Road. The revised TMAP is to assess the implication of these right turn prohibitions on traffic movements in the vicinity of the subject site.

TRAFFIC SIGNALS

6. The RTA is not in a position to provide any comment or determination on the TMAP with regard to the long term proposal to reconfigure the existing signalised intersection of Old Canterbury Road and Toothill Street to a four (4) legged intersection. The RTA requires a more detailed phasing arrangement of the proposed intersection changes accompanied by either SCATES or Linsig 3 (SCATS) modelling to assess the implications of the new intersection arrangements. Any proposed changes will require the approval of the Manager Networks Operations RTA, Traffic Management Branch.
7. It is noted on page 27 of the submitted TMAP that the applicant states that they have had previous discussions with the RTA regarding all southbound right turn movements along Old Canterbury Road being focused at McGill Street. The RTA is unaware of any discussions having taken place for the southbound right turn movements at McGill Street. No expected traffic volumes have been provided in order for the the RTA to assess whether this would be acceptable.

MODELLING

8. The submitted TMAP has provided limited information with regard to the trip distribution of traffic to and from the proposed development.
9. The modelling results from the Railway Terrace/Old Canterbury Road/Longport Street intersection propose a change in Level of Service (LOS) from F to D with the only change to the intersection being the dedicated left turn lane from Longport Street into Old Canterbury Road. It is questionable that with the additional traffic from the development that the LOS and delays would improve to this extent.

ON-STREET PARKING

10. Clearway restrictions cannot be implemented along this section of Old Canterbury Road as the minimum length of clearway restriction should be 5.0 kilometres. Consideration should be given to installing 'No Stopping' restrictions along the Old Canterbury Road frontage of the subject site.

Updated concept plans shall be submitted to the RTA for review and endorsement prior to the determination of the EA. The RTA reserves the right to provide further requirements following review of the revised concept plans. It is reiterated that the Department of Planning should not determine the EA until the RTA is satisfied that the abovementioned concerns have been addressed.

Following submission of the revised EA, TMAP, architectural plans, intersection concept plans and other further information requested above, the RTA will review the supplementary information and provide further comments to the Department of Planning.

In addition to the above, the RTA provides advisory comments to the Department of Planning for consideration in the determination of the EA and these advisory comments are outlined in Attachment 'A'.

Any inquiries in relation to this Environmental Assessment application can be directed to Aleks Tancevski on telephone 8849 2313.

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

11 January 2011

ATTACHMENT 'A'

PARKING

1. The provision of off-street car parking, bicycle storage, taxi stands, bus parking and loading areas shall be provided to the Department of Planning and Council's satisfaction.
2. 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.
3. Disabled parking spaces should be clearly marked
4. The proposed turning areas within the car park are to be kept clear of any obstacles including parked cars at all times.
5. The internal aisle ways are to be marked with pavement arrows to direct traffic movements in/out of the site and guide traffic circulation through the car park.
6. All loading should be off-street and any reversing of trucks on heavily pedestrianised roads and driveways should not be supported.

LOADING AREAS

7. Swept path analysis shall be provided to the RTA and Department of Planning. Any Construction Certificate shall not be issued until the swept path analysis has been endorsed by the RTA and Council.
8. In this regard, the swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS.
9. A Loading Dock Management Plan (LDMP) shall be prepared to Council's satisfaction and shall incorporate appropriate measures to prevent a vehicle entering the site when the loading area is fully occupied. In addition, the LDMP shall outline measures to minimise conflict between trucks and other vehicles. The LDMP shall be submitted for approval, prior to the release of the Occupation Certificate.
10. All loading and unloading must be carried out on site.

CONSTRUCTION

11. 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 the Department of Planning and Council for approval, prior to the issue of a construction certificate.
12. All demolition and construction vehicles are to be contained wholly within the site, as no parking will be permitted on Old Canterbury Road.
13. The developer is to arrange with the RTA's Transport Management Centre (TMC) for any required road occupancy licence during the construction.

14. Any traffic control during construction must be carried out by an accredited RTA approved traffic controllers.

EXCAVATION

15. If any excavation works are to occur adjacent to Old Canterbury Road and Longport Street 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.

NOISE

16. The proposed development should be designed such that road traffic noise from Old Canterbury Road and Longport Street 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.

HYDRAULICS

17. 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.

ROAD SAFETY

18. Further details are required on the channelisation of pedestrians to safe crossing locations.
19. The proposed development will generate additional pedestrian movements in the area. Consideration should be given to ensuring pedestrian safety.
20. The required sight lines to pedestrians or other vehicles in or around the car park or entrances should not be compromised by landscaping, signage, fencing or display materials. In addition, measures should be implemented to improve visibility to pedestrians and other vehicles where sight distance is restricted.
21. All vehicle movements must enter and exit the subject site in a forward direction.
22. The developer shall be responsible for all public utility adjustments/relocation works necessitated by the above work and as required by the various public utility authorities and/or their agents.
23. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.